



Title of Document: 64th & Dunkirk - LARGE DEVELOPMENT FRAMEWORK

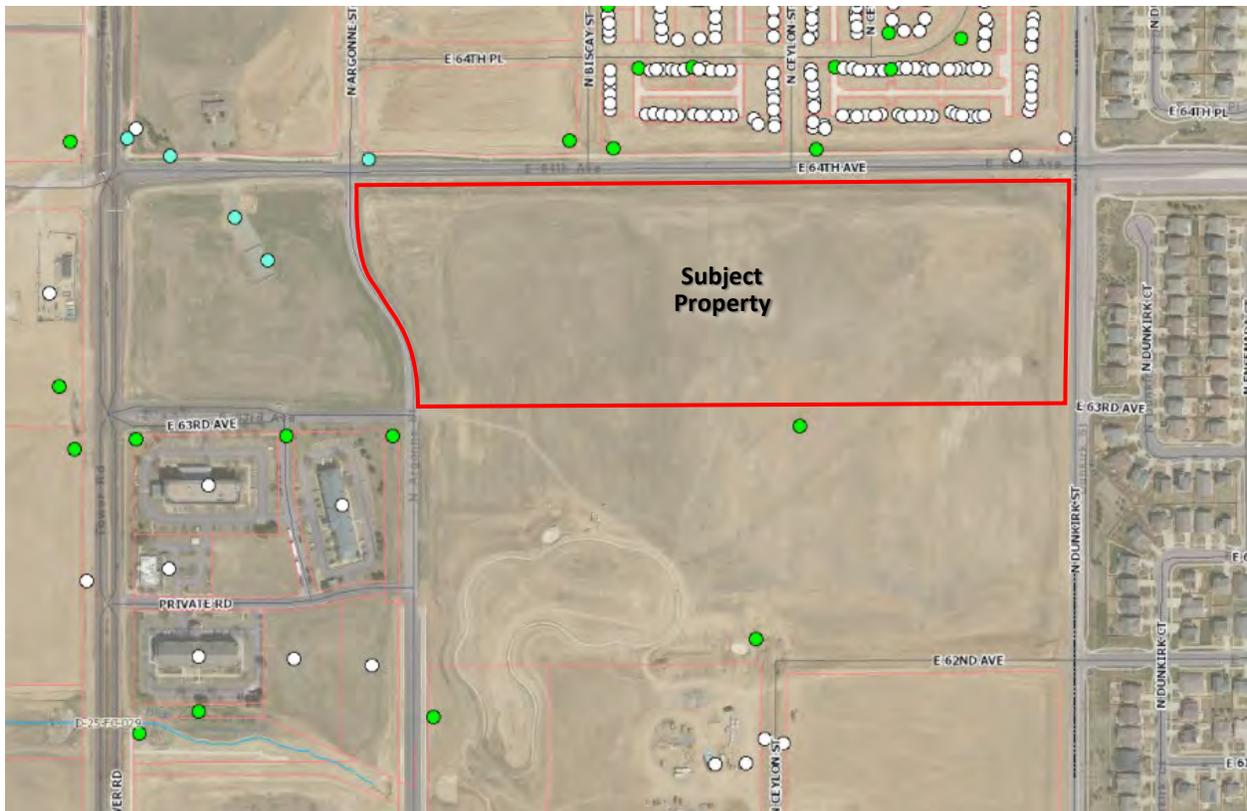
Subject Property: 18596 & 18706 E. 64th Avenue

City Project No.: 2021-PM-0000252

Property Legal Description: Block 2 Lot 1 and Block 3 Lot 1 of the Gateway Center Filing No. 7 plat

SUBJECT PROPERTY OWNER:

Gateway North LLC
4100 E. Mississippi Ave., Suite 500
Denver, CO 80246



This Framework shall apply to the property, and requirements forthwith shall be applicable to all owners, successors and/or assigns until such time as this document is formally amended or withdrawn pursuant to DZC Section 12.4.12.

64th & Dunkirk - Large Development Framework

I. Purpose of Framework

This Large Development Framework (LDF) documents the required regulatory applications and review, sequencing of applications and reviews, and high-level project requirements for the development. The LDF is required per Section 12.4.12 of the Denver Zoning Code (DZC) following determination by the Development Review Committee (DRC) that the proposed development is subject to the Large Development Review (LDR) Process.

This LDF is intended to:

- Document the project as initially proposed.
- Document initial feedback from the community on the proposed project.
- Provide for the coordinated assessment of general land development proposals by the City and other interested public agencies.
- Ensure that development in the LDR area is consistent with City Council adopted plans.
- Ensure that development in the LDR area will implement adopted plan policies related to infrastructure, open space, and public parks, as applicable, by establishing the appropriate timing and requirements for subsequent regulatory steps, submittals and approvals.
- Establish known project requirements based upon the scope of the development proposal.

The LDF is *not* a development agreement between the City and County of Denver and the Applicant. Nothing in this LDF prescribes a specific or guaranteed project outcome. The high-level project requirements outlined in this LDF are based upon initial assessment of the proposed development against adopted plans, studies and regulatory programs as identified in this framework and may change based upon the outcome of project reviews and negotiation with the City.

All formal plans, technical reviews and permitting shall occur in accordance with the prescribed application and review process identified within this LDF document. Further, they shall be reviewed and permitted in accordance with process and procedures for each regulatory application established in the Denver Zoning Code, City and County of Denver Municipal Code, or any applicable adopted Rules and Regulations of the City and County of Denver, as applicable. [Conflicts between this LDF and the foregoing regulations shall be resolved in favor of such regulations.](#)

II. Applicant and Owner Information

Applicant:	Owner:
Megan Walderschmidt	Gateway North LLC
Westside Investment Partners	Andy Klein
4100 E. Mississippi Ave., Ste 500	4100 E. Mississippi Ave., Suite 500
Glendale, CO 80246	Denver, CO 80246

III. LDR Boundary

The 21.06-acre site is located south of E. 64th Avenue, west of Dunkirk Street, north of future E. 63rd Avenue and east of future N. Argonne Street. The LDR boundary is coincident of Block 2 Lot 1 and Block 3 Lot 1 of the Gateway Center Filing No. 7 plat.

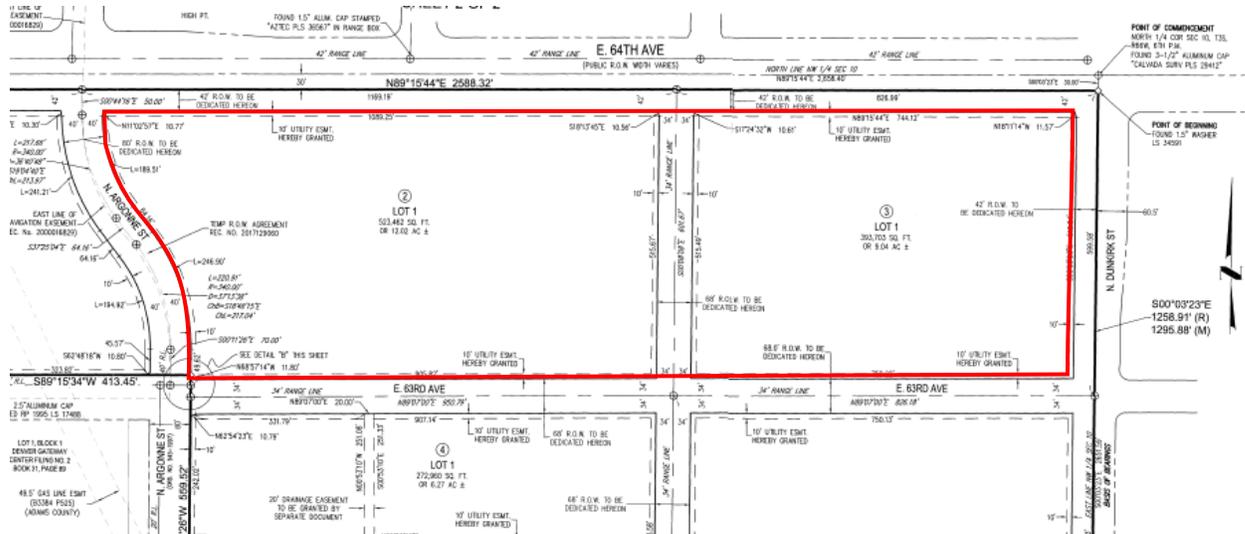


Figure 1 – LDR Boundary

IV. Project Information

A. Overview

The applicant proposal is to develop 18596 & 18706 E. 64th Avenue with convenience retail, hotels and multi-unit residential. See Figures 2-4 below as well as **Attachment A** – Application Narrative.

Gateway North LLC submitted a rezoning application proposing a rezone of approximately 21.06-acres of the Gateway property located at 18500 E. 64th Avenue Denver, CO (the “Property”). The total acreage of the Property is 28.68-acres, but the rezone request is only for two sections of the land which make up a total of 21.06-acres.

The 28.68-acre property consists of commercial pads which are ready for vertical development along Tower Road and 64th Avenue corridors in the City of Denver (see Figure 2 – Applicant Rezoning Concept). The Property is situated at the gateway to the Denver metropolitan area from Denver International Airport (DEN). DEN is the primary economic engine for the state of Colorado, generating more than \$33.5 billion for the region annually, and is the biggest driving force behind the growth around the Property. In addition to DEN, the Property also benefits from its proximity to the Gaylord Rockies Resort and Convention Center. In total, the facility is over 1.9 million square feet and had its grand opening in December 2018. The Gaylord has an additional 300 rooms planned, but the rooms have been delayed due to COVID-19. The Property is in a highly desirable area of Denver with numerous multi-family developers who have shown great interest in developing the site.

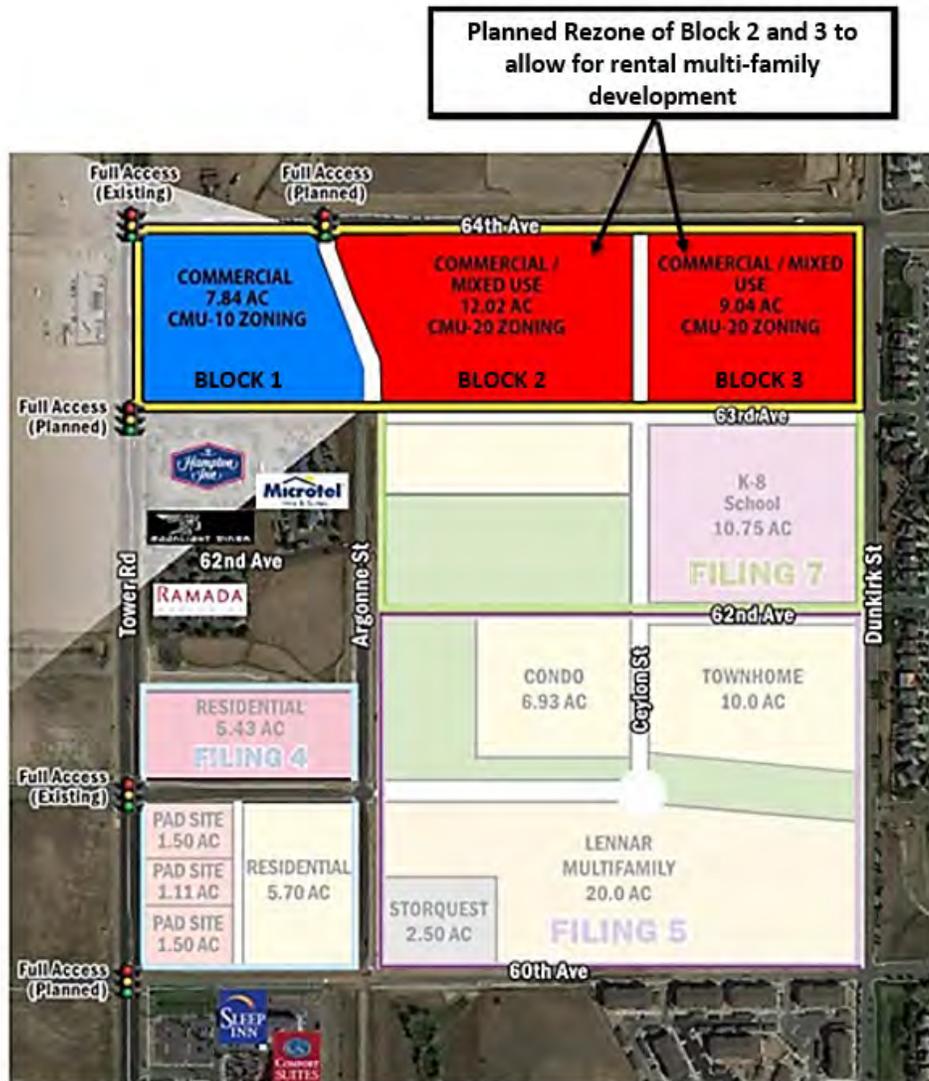


Figure 2 – Applicant Rezoning Concept

Currently there are three distinctively different sections of the Property, each bisected by roadways. The first section of the Property consisting of 7.84 acres is located at the corner of 64th Avenue and Tower Road bound by Argonne Street to the east and 63rd Avenue to the South. This section is zoned CMU-10 and is intended to have commercial development.

The second section of the Property consists of 12.02-acres bound by Argonne Street to the west, 64th Avenue to the north, Ceylon Street to the East and 63rd Avenue to the south. This section is zoned CMU-20 and is proposed to be rezoned to allow for multi-family development.

The third section of the Property consist of 9.04-acres bound by Ceylon Street to the west, 64th Avenue to the north, Dunkirk Street to the west and 63rd Avenue to the south.



Figure 3 – Initial Concept Plan

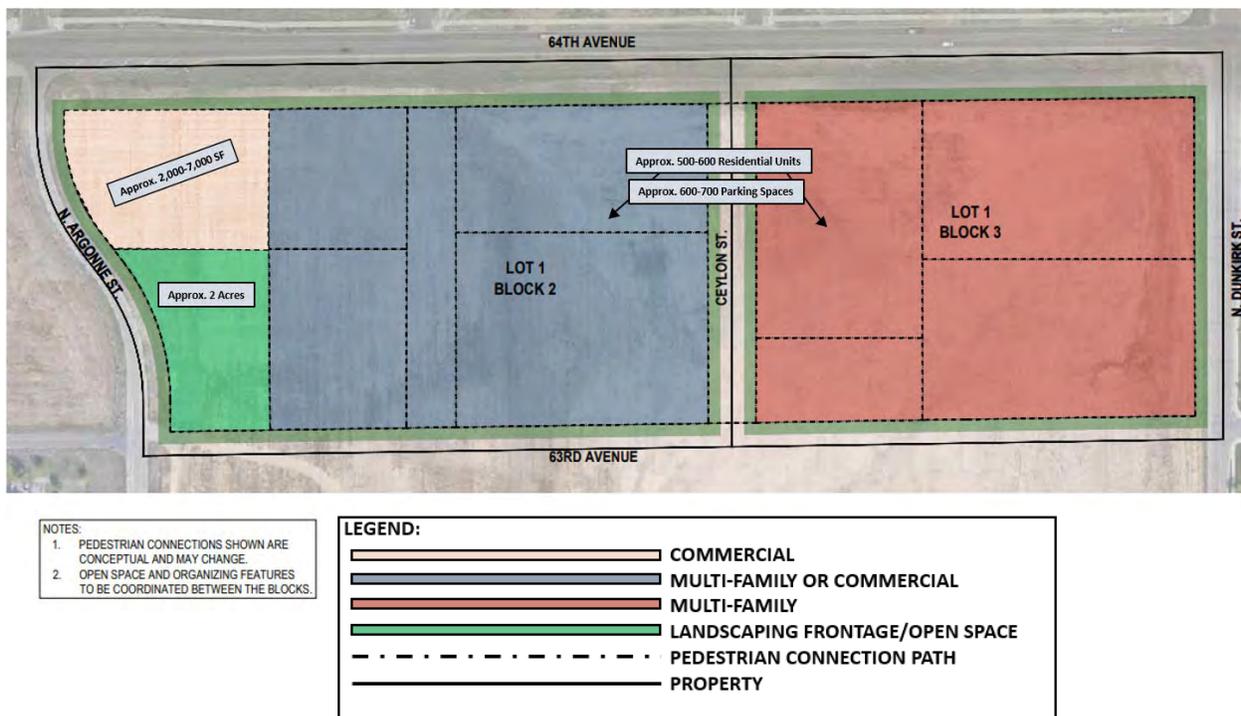


Figure 4 – Revised Concept Plan

B. Public Outreach

A Community Information Meeting was held on Thursday, October 14th from 6 to 7 p.m. via Zoom. Invitations were sent per the City’s requirements to individual property owners within the vicinity of the property inviting them to the virtual meeting. Signs with meeting details were posted on the property ahead of the meeting per the City’s requirements. The meeting was attended by 2 members of the community, City staff and representatives of the project team. The project team shared updated plans for the LDR application, answered questions from the neighbors, and shared

their contact information for future correspondence. A summary of the neighborhood meeting and questions asked is included with this application.

V. Plan Guidance

The following adopted Plans, studies and/or regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing a framework for interconnected land uses, streets, open space, public parks, and other infrastructure. Review of the project will be based on the following plans.

- Blueprint Denver 2019
- Comprehensive Plan 2040
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- Denver Parks and Recreation Game Plan
- Far Northeast Area Plan

Plan guidance highlights include the following goals and principals:

A. Blueprint Denver Future Neighborhood Context: Suburban

- Suburban Neighborhood context represents the most varied development in Denver's neighborhoods. Commercial development is focused along main corridors and centers bordering residential areas. Block patterns are generally irregular with curvilinear streets. Alleys are not commonly found. Buildings are typically set back from the street and range in scale.
- Walkable and bikeable with access to transit but still mostly reliant on cars.
- Parks of various sizes, natural areas, open spaces, schools, civic and social spaces. A range of recreational amenities. Trees are found on private property but also on the street.

B. Blueprint Denver Future Place Type: Community Corridors (except the eastern portion adjacent to Dunkirk).

- Corridors are mixed-use places of different scales oriented along a street. They provide spaces for people to engage in social activities and entertainment, such as shopping and dining. Corridors are often embedded in neighborhoods and serve nearby residents.

C. Blueprint Denver Growth Area: Community Centers and Corridors (except the eastern portion adjacent to Dunkirk).

- Typically provide a balance of either residential and employment; residential and dining/shopping; or employment and dining/shopping uses. Buildings are mid-scale, but vary by context and surrounding character. Buildings often orient to the street or other public spaces
- Accessible to a larger area of surrounding neighborhood users by a variety of transportation options. Often connected through dedicated bike facilities, transit priority streets or rail service.

- Open spaces promote social interaction and respond to the distinct uses within the center. Trees, plants and green infrastructure provide moments of relief from the more intense activity.

D. Blueprint Denver Modal Priority: Argonne Street for Bicycles and Pedestrians

- Historically, a disproportionate amount of transportation investment focused on infrastructure for automobiles. This created an outcome of spending more time on congested roadways. To encourage a mode shift toward more efficient travel modes, investments must be made that support multimodal infrastructure. Identifying modal priority streets indicates where investment will occur to support people walking or rolling, biking or taking transit. Argonne Street is both a bicycle and pedestrian priority street.

E. The Far Northeast Area Plan:

- **Overview:** The proposed commercial and for rent multifamily uses are generally consistent with the Far Northeast (FNE) Area Plan. Plan guidance that needs consideration includes:
 - **2.1.1 – Complete Neighborhoods** - Residents identified affordable housing and *job creation* as high priorities to address as the area continues to grow and develop.
 - **2.1.4 – Future Places –**
 - LU-16: Rezone Former Chapter 59 properties into the Denver Zoning Code.
 - LU-17: Support employment growth in Far Northeast.
 - LU-18: Cater economic development strategies to the unique opportunities of specific areas.
 - **2.3.6 – Natural Environment**
 - Green infrastructure refers to the network of parks, open spaces, drainageways, and floodplains, which help mitigate the pollution impacts of impervious (hard) surfaces and urbanization.
 - Instead of using pipes and concrete channels (gray infrastructure) to convey stormwater, green infrastructure uses the natural retention and adsorption capabilities of vegetation and porous soils to collect and treat stormwater runoff.
 - Green infrastructure integrates on-site natural features, landscaped areas, and small scale engineered hydrologic controls to promote pollutant removal and reduce stormwater runoff volumes and peak flows in receiving waterways.
 - In addition to improving stormwater quality, green infrastructure has many co-benefits, including reducing flood risks, reducing the urban heat island effect, improving air quality, increasing biodiversity and habitat, and increasing green and open space.
- **3.3.5A – Create Community Corridors**
 - a. **DIA-1 Land Use**
 - i) 1.1 Create community corridors along Tower Road and identified segments of 56th and 64th Avenues:

- (1) Create an active and defined streetwall through scale and design of building frontages that support an engaging and pedestrian-oriented experience.
- b. **DIA-3 Urban Design**
- i) Surface parking should be located to the sides and rear of buildings so as to limit its visibility from the primary street.
- **3.3.5B – Create a Variety of Centers Throughout the DIA Neighborhood**
- a. DIA-5. DIA Neighborhood: Community and regional centers- streets and connectivity.
 - i) 5.2. Further subdivide the street grid to avoid creating superblocks, and promote a pedestrian-oriented street grid.
 - (1) Maximum block size should not exceed 550 feet. The desired block size dimension is an average of 400 feet.
 - (2) Collaborate with Public Works to ensure sufficient road capacity and hierarchy on the future street network.
 - (3) Avoid the use of dead-end streets and cul-de-sacs.
 - b. DIA-6. DIA Neighborhood: community and regional centers- land use.
 - i) 6.1. Leverage the availability of undeveloped land in this area to attract desired uses.
 - (1) Pursue opportunities for corporate headquarters and other job-intensive uses.
 - c. DIA-7. DIA Neighborhood: community and regional centers- urban design.
 - i) 7.1. Build on topography by using natural streams and runoff as areas for green corridors, recreational uses, and trails.
 - (1) New development should aim to create a physical connection that integrates the Rocky Mountain Arsenal National Wildlife Refuge trails and adjacent communities in Aurora.
 - (2) Connect the east and west sides of Peña Boulevard through green corridors that enhance nature trails with pedestrian and bicycle connections.
 - (3) At strategic locations, enhance trails to serve as parks and focal features of residential communities.
 - (4) Enhance green corridors where they intersect major roadways to create trailheads or signature gateways into the community.
 - ii) 7.2. Building heights and transitions:
 - (1) Establish the maximum height of buildings within community centers at 5-8 stories, and regional centers at 8-12 stories as shown on the Recommended Maximum Building Heights Map.

- (2) Reduce building heights as needed to ensure compatibility with adjacent uses.
- (3) Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.

VI. Equity Analysis

A. Overview

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person's identity does not determine their outcome. As a city, we advance equity by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

B. What is Equity?

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person's identity does not determine their outcome. As a city, we advance equity by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

C. How do we measure Equity?

Equity is measured using three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics for example Access to Opportunity score measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors.

D. How to read equity Scores?

Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:

- Access to Opportunity: 2.5
- Vulnerability to Displacement: 3 out of 3
- Housing Diversity: 3 out of 5
- Job Diversity: Total Jobs: 5,962/Total Jobs per Acre: 5.94/higher in manufacturing jobs

E. Access to Opportunity - Measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



F. Vulnerability to Displacement – Measures Educational Attainment, Rental Occupancy, Median Household Income

Vulnerability to Displacement – measures Educational Attainment, Rental Occupancy, Median Household Income



G. Housing Diversity – Measures Missing Middle Housing, Diversity of Bedroom Count Per Unit, Owners to Renters, Housing Costs, Income Restricted Units



H. Job Diversity – Measures Retail, Innovation, and Manufacturing



I. Why we measure equity?

Identifying issues of inequity in a specific area provides an understanding of existing challenges, which guides the City, applicant, and staff to provide opportunities through new development that ease inequity concerns in the area. By specifically addressing the low scoring metrics we improve the overall equity within the community and throughout the City at large. The following analysis provides a breakdown of equity specific to this site and highlights the low scoring metrics.

J. Equity Scores for 64th and Dunkirk

The conclusion of the analysis points to generally diverse housing stock with adequate transit access in predominantly manufacturing job environment. Proposed affordable housing will increase housing diversity stock in the area. In the effort to create whole neighborhoods, the project has the opportunity to address fresh food access and community services to increase access to opportunity for the growing residential population of the project as well as adjacent newly-developed neighborhoods east of Colorado Boulevard to the east and south.

K. Equity Response

The LDR Application Equity Response identifies key project concepts that will help achieve equity for a number of metrics, particularly in the category of affordable housing. By providing both market-rate “missing middle” housing, combined with permanently affordable units with two or more bedrooms, future development will serve to facilitate a diversity in population to include the opportunity for family housing adjacent to a transit station. Future mixed-use development will facilitate additional retail jobs on site, and open space will be offered as both an organizing feature of the site combined with needed off-street pedestrian and bicycle connections. See **Attachment B – Equity Brief**.

VII. Anticipated Development Outcomes Consistent with Adopted City Plans

This section provides preliminary comments received from review agencies on the project application. These comments are being provided to highlight known project requirements and discussion points that will need to be resolved through the regulatory processes.

Land Use and Site Design

- a) While the concept plan meets some of the FNE goals of providing community-serving retail and improve housing diversity in the area (missing middle-density & rental housing), the future plans will need to address the following goals:
 - i. LU-6. Develop a proportionate sense of street enclosure in centers and along corridors.
 - ii. LU-9. Prioritize providing shared parking wherever possible.
- b) With extensive frontage on 64thth Ave and Tower Road, the concept plan reinforces existing development patterns at a prominent intersection and will not achieve the area plan's objectives in the near term.
- c) As defined in Section 10.8.1, Open Space in Large Developments, A minimum of 10% of the Net Development Area as defined in Section 13.1.6.4.A.
- d) In conjunction with the required open space, an organizing element for the project area is required for consistency with the area plan and the design standards and guidelines.

Transportation Services

- a) TDM (Transportation Demand Management): The City has adopted a new ordinance and rules-&-regulations to further [Denver's mobility goals](#) by ensuring that residents and employees in new development have expanded choices for how they move about our city. These regulations require new developments to implement and manage measures known as Transportation Demand Management (TDM) which are strategies that expand people's travel options and create attractive alternatives to driving. Denver's TDM program will benefit the community by reducing the number of people driving; creating more walkable, bike-able, and transit-friendly communities; and improving community health and the environment.

The measures required of developers correspond to the size of the development, the type of use, and the site's land-use context and transit proximity. See below for a general summary of TDM requirements for different scales and uses. More details and information are available on the City's [Transportation Demand Management](#) webpage.

	 TIER 0 No TDM requirements	 TIER 1 Identify and construct TDM supportive infrastructure onsite or off site Assign a transportation coordinator Achieve a designated target commute SOV rate	 TIER 2 All Tier 1 requirements + Identify and implement programmatic strategies + Conduct surveys to measure TDM program impacts + Demonstrate achievement of the target SOV rate
Residential	0-24 dwelling units	25-49 dwelling units	50+ dwelling units
Commerical & Office	0-24,999 square feet	25,000-49,999 square feet	50,000+ square feet
Industrial	0-149,999 square feet	150,000-299,999 square feet	300,000+ square feet

- b) Existing Adopted Area Plan may be considered for conceptual basis of expansion of public road network.
- c) Incorporate public road grid to best reflect conceptual vision of area plan.
- d) Mobility Study required (scope TBD)
 - i. Identify vehicular impact and recommended mitigations.
 - ii. Evaluate regional connectivity for vehicles, bike and pedestrians.
- e) Public roads
 - iii. ROW dedication, if not satisfied by the plat, per standard cross-sections and street classifications as determined by mobility study.
 - iv. Shall be designed and constructed per DOTI standards for ROW construction.
 - v. Any through streets that connect to public roads shall be made public, too.
- f) Incorporate elements of Denver Moves and Vision Zero into ROW design and construction.

Parks and Open Space

- a) Clarification is needed regarding how the project will satisfy the park and open space requirements per Article 10 of the Denver Zoning Code. Additionally, the parks and open space requirements per the Gateway Subdivision Rules and Regulations for the approved plat were based on a non-residential use which doesn't satisfy the needs for residential development. The DA will be used to address the difference regarding the park land fees due to the change in use for the property post subdivision completion.
- b) Additionally, clarification is needed regarding how the project will satisfy the neighborhood park requirement per the Gateway Subdivision Rules and Regulations, which cannot be satisfied via fee-in-lieu. In future plan submittal, include an illustration and description of how the project anticipates satisfying the standards as well as the need for future residents.

Department of Housing Stability

- a) The Department of Housing Stability (HOST) approves the LDR Framework and its proposal to draft a Development Agreement. According to the final LDR Narrative, the project "is intended to include 500-600 residential units, including an affordable housing component that will be further defined through the Development Agreement, SDP and design review processes." Given plan guidance from Housing an Inclusive Denver and the Far Northeast Area Plan, mixed-income housing is a high priority for this area of Denver, and HOST is eager to participate in conversations that bring these mixed-income housing opportunities to fruition, prior to City Council hearings.

Stormwater and Wastewater

- a) Public infrastructure for the north half of Gateway Filing 7 was designed under Phase 2, \\Nas01p\Shared_dirs\CPD\DS\DRC\2019\PROJMSTR\0000191\2-SITE\WASTEWATER\STORM. Construction of phase 2 is planned to commence upon development of this LDR. Separate onsite private infrastructure is required for each block.
- b) Increase in density and change in zoning will require reanalyzing the sanitary sewer infrastructure to ensure capacity for the existing users and for the proposed development.

DEN

Denver International Airport (DEN) received the referral letter, and we appreciate the opportunity to comment on the proposal. DEN provides the following comments:

- The developer is requesting a zoning change to allow residential development within the DEN 55 DNL noise contour; please see "Noise DNL Whitepaper" attached as Attachment 1, and DEN Noise Contour Maps attached as **Attachments C and D**. DEN's concerns fall into two categories.
 - First, at the request of earlier developers, this parcel was removed from the Gateway District and rezoned as C-MU-20. Ordinance 2000-0131 (recorded Denver County Clerk Reception Number 2000026779). As a condition of this rezoning, the owners agreed to "reasonable waivers and with reasonable conditions they [the owners] have approved." These waivers included waiving Multiple Unit Dwellings as an allowed use.
 - Prior to submitting the formal LDR application, please provide a written response regarding how conditions have changed since 2000 and why multi-unit residential would be acceptable now. Also, please provide an explanation regarding how future residents will be protected.
 - Second, the future users of this area will be subjected to aircraft noise levels that will significantly and adversely affect them. Though the U.S. Environmental Protection Agency (EPA) has identified 55 DNL as adequate to protect health, that is only a minimum health-protection standard and not a quality of life standard. The FAA's recently released "Analysis of the Neighborhood Environmental Survey," Report DOT/FAA/TC-21/4 (the "FAA Report") concludes that twenty-five percent of respondents exposed to aircraft noise in the range of up to DNL 55 dB were highly annoyed by it, including being startled, frightened, or awakened by aircraft (FAA Report Vol. 1, pp. 71 and D-19). A significant portion of this property will experience noise levels higher than 55 DNL, to the detriment of the quality of life of future residents.
 - If residential is allowed on this site, DEN requests that the construction standards and the requirement for an Avigation Easement stated by Ordinance 2000-0131 be fully

enforced, and imposed for all property within the development. (See Attachment 4, a sample Avigation Easement).

- The proposed development also is within the **“5-Mile ‘Known - Wildlife Attractant Separation Area”** for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologists assigned to DEN (Benjamin.J.Massey@usda.gov and #dia-operations-usdawildlife@flydenver.com) assist in implementing DEN's Wildlife Hazard Management Plan and have requested coordination as this project progresses. USDA and DEN will provide assistance with the requirements outlined in the current version of FAA Advisory Circular 150/5200-33C (see link below). DEN also requests that the landscape plan include maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 48-hour drain time following a 100-year event.
https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33
- The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined (“Notice Criteria Tool”) and/or the filing can be initiated is:
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

Environmental Quality

The Denver Department of Public Health & Environment - Division of Environmental Quality (EQ) conducted a cursory review of readily available internal files to help identify potential environmental conditions that could impact the proposed project. EQ is not aware of site-specific environmental concerns.

Although EQ is not aware of contaminated environmental media at the Site, undocumented contamination could be encountered during ground-disturbing activities. The applicant could consider completing environmental site assessments prior to redevelopment to help determine the presence, nature and extent of potential contamination at the Site and to identify specific cleanup needs. If encountered during construction, contaminated environmental media and regulated materials must be properly managed and disposed in accordance with applicable regulations.

Scope & Limitations: EQ performed a limited search for information known to EQ regarding environmental conditions at the project Site. This review was not intended to conform to ASTM standard practice for environmental site assessments, nor was it designed to identify all potential environmental conditions. In addition, this review was not intended to assess environmental conditions for any potential right-of-way, park or open space dedication. Please contact EQ to discuss environmental criteria if property is proposed to be dedicated or transferred to the City

and County of Denver. The City and County of Denver provides no representations or warranties regarding the accuracy, reliability, or completeness of the information provided.

General Notes: Most of Colorado is high risk for radon, a naturally occurring radioactive gas. Due to concern for potential radon gas intrusion into buildings, EQ suggests developers consider installation of a radon mitigation system in structures planned for human occupation or frequent use. It may be more cost effective to install a radon system during new construction rather than after construction is complete.

If renovating or demolishing existing structures, there may be a concern of disturbing regulated materials that contain asbestos or lead-based paint. Materials containing asbestos or lead-based paint should be managed in accordance with applicable federal, state and local regulations.

The Denver Air Pollution Control Ordinance (Chapter 4- Denver Revised Municipal Code) specifies that contractors shall take reasonable measures to prevent particulate matter from becoming airborne and to prevent the visible discharge of fugitive particulate emissions beyond the property on which the emissions originate. The measures taken must always be effective in the control of fugitive particulate emissions on the Site, including periods of inactivity such as evenings, weekends, and holidays.

The Denver Noise Ordinance (Chapter 36- Denver Revised Municipal Code) identifies allowable levels of noise. Construction noise is exempted from the Noise Ordinance from 7 A.M. to 9 P.M. Monday through Friday and 8 A.M. to 5 P.M. Saturday and Sunday. Variances for nighttime work are allowed, but the variance approval process requires two to three months. Be aware, finished projects may change the acoustic environment, but must maintain compliance with the Noise Ordinance. Violations of the Noise Ordinance commonly result from, but are not limited to, the following sources: music, public address and alarm systems, the operation or improper placement of HV/AC units, generators, and loading docks. For variance requests or questions related to the Noise Ordinance, please contact Paul Riedesel (720-865-5410).

VIII. Planning and Regulatory Applications; and Agreements

The following regulatory processes and agreements have been identified as necessary for and beneficial to this project in order to identify specific implementation actions within the development program to achieve consistency with City adopted plans.

- Rezoning
- Development Agreement: A voluntary development agreement is anticipated for the project to address details related to affordable housing as well as the difference regarding the park land fees due to the change in use for the property post subdivision completion.

IX. Development Review Process

This section establishes the development review process for this application. Table 1 shows the required applications to be submitted for review, the sequencing of the initial application submittals, where approval authority is vested, and the sequencing of final action on the application. Explanation of the terms used in the table is as follows:

- **Application Type:** The name of a required regulatory process/application or city agreement.

- **Prerequisite applications:** Applications that must be submitted prior to the subject line application being submitted.
- **Approval Authority:** The entity vested with approving a development application per adopted City regulations.
- **Final action sequencing:** Timing of final action of each application and its relationship with final action sequencing of other applications.

Table 1 is divided into three large categories consisting of similar application types that are generally submitted and reviewed concurrently:

- **Regulatory Applications and Agreements** – these applications result in a regulatory framework for development of the property to guide site development and serve as a basis of design for all subsequent applications.
- **Horizontal Infrastructure** – required applications needed to subdivide the land into development parcels, zone lots and rights-of-ways, and construction drawings for trunk line infrastructure needed to service the development.
- **Vertical Site Development** - Anticipated applications required to support vertical development on individual sites within the overall development.

Applications within the Initial Regulatory category must be submitted, reviewed and approved prior to submittal of any application for horizontal or vertical development. Concurrent submittal and review may be permitted upon approval by the Project Coordinator and other development review agencies.

The Vertical Site Development category identifies anticipated applications. Because requirements for site development can vary from one site to another, actual requirements will be determined at the time of concept plan submittal application required as part of Site Development Plan review.

Table 1: Required Applications

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Regulatory Applications and Agreements			
Rezoning	LDR	City Council	Final action approval by the Development Review Committee
Development Agreement	None	TBD based on DA content	Final executed agreement to be complete prior to City Council public hearing for rezoning
Site Development Applications			
Site Development Plan	All horizontal infrastructure applications specific to phase	Development Review Committee	After all required horizontal infrastructure applications specific to site

Application Type	Prerequisite Application(s)	Approval Authority	Final Action Sequencing
Site Specific Engineering Construction Plan(s) for site infrastructure (SSPR, TEP, etc)	Concurrent with Site Development Plan	DOTI	Prior to, or concurrently with Site Development Plan
Sewer Use and Drainage Permit(s)	Prior to or concurrent with Building Permit	DOTI	After Site Development Plan approval but prior to Building Permit approval
Zoning Construction Permit(s)	Site Development Plan	Community Planning and Development / Project Coordination	After Site Development Plan approval, prior to building permit approval.
Building Permit(s)	Site Development Plan	Community Planning and Development	After Zoning Construction and Sewer Use and Drainage Permit

X. Community Information Meeting

Pursuant to the DZC, the Large Development Review process requires holding a community information meeting. This community meeting was held on October 14, 2021. A report summarizing the community information meeting is included in **Attachment E – Community Information Meeting Summary**.

- Attachments (5):
- Attachment A - LDR Application
 - Attachment B – Equity Brief
 - Attachment C – Noise DNL White Paper
 - Attachment D – Noise Contour Maps
 - Attachment E – CIM Summary

XI. Approval

The Development Review Committee hereby approves this Large Development Framework upon finding that:

- A. The LDF identifies the type and sequencing of regulatory and planning tools needed to implement adopted City Council Plans, and
- B. The LDF establishes a coordinated development review process that ensures the future development of the subject area will address land use, development, infrastructure, open space, public parks, schools and other related issues, as application, in accordance with City Council adopted plans.



Adam Phipps, Executive Director
Department of Transportation and Infrastructure

12/22/2021

Date



Allegra "Happy" Haynes, Executive Director
Department of Parks and Recreation

12/20/2021

Date



Laura E. Aldrete (Dec 15, 2021 13:21 MST)

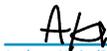
Laura E. Aldrete, Executive Director
Department of Community Planning and Development

15 Dec, 2021

Date

XII. Ownership Acknowledgement

Owner hereby acknowledges the regulatory requirements specified herein for development of the subject property.



Andrew Klein (Dec 9, 2021 11:16 MST)

By: Andy Klein, Authorized Representative
Gateway North LLC

Date

Attachment A – LDR Application Narrative

Denver Gateway North LDR Application Narrative and Conceptual Plan

On March 11, 2021, Westside Investment Partners (the “Owner”) submitted a rezoning application proposing a rezone of approximately 21.06-acres of the Gateway property located at 18500 E. 64th Avenue Denver, CO 80249 from Chapter 59 CMU-20 to allow for multi-family development east of Argonne Street (the “Property”). The total acreage of the Property included in the LDR is 21.06-acres. After multiple discussion with CPD, the Owner was informed on March 18, 2021 they would be subject to the Large Development Review (LDR) process due to the size of the Property. Attached is our large development proposal.

The Property is situated in the Gateway area of Denver near the Denver International Airport (DEN). DEN is the primary economic engine for the state of Colorado, generating more than \$33.5 billion for the region annually, and is the biggest driving force behind the growth around the Property. In addition to DEN, the Property also benefits from its proximity to the Gaylord Rockies Resort and Convention Center. In total, the facility is over 1.9 million square feet and had its grand opening in December 2018. The Gaylord has an additional 300 rooms planned, but the rooms have been delayed due to COVID-19. The Property is in a highly desirable area of Denver with numerous multi-family developers who have shown great interest in developing the site.

Currently there are two different areas of the Property, bisected by public roadway (see Exhibit B):

- ◆ **The first area** of the Property is Lot 1, Block 2 of Denver Gateway Filing No. 7 and consists of 12.02-acres bound by Argonne Street to the west, 64th Avenue to the north, Ceylon Street to the East and 63rd Avenue to the south. This area is zoned C-MU-20 and will be part of the LDR process to be rezoned to allow for multi-family and commercial development.
- ◆ **The second area** of the Property is Lot 1, Block 3 of Denver Gateway Filing No. 7 and consist of 9.04-acres bound by Ceylon Street to the west, 64th Avenue to the north, Dunkirk Street to the east and 63rd Avenue to the south. This area is also zoned C-MU-20 and will also be part of the LDR process to be rezoned to allow for multi-family development.

Development of the proposed property will include a cohesive plan incorporating commercial and multi-family uses, open space, and pedestrian connections throughout. Proposed development is anticipated to include:

- Approximately 1-3 acres of commercial/retail development focused near the southeast corner of Argonne St. and 64th Avenue. This area may include approximately 2,000-7,000 SF of commercial/retail uses.
- Multi-family development is intended to comprise the remaining area of the development. This is intended to include 500-600 residential units, including an affordable housing component that will be further defined through the Development Agreement, SDP and design review processes.
- Open space to serve the surrounding community is intended to be located near the northeast corner of Argonne St. and 63rd Avenue. This area may include gathering areas and open turf areas for pedestrian activities, a dog park area, seating and/or covered areas. Pedestrian connections to and through this area are intended to allow easy pedestrian access.
- The Argonne Street frontage is intended to include a sidewalk area that connects this block to the sidewalks north and south. The vision is to include pedestrian level enhancements that may

include defined landscaping/planter areas, benches, and shade trees creating rest areas for pedestrians.

Roadways and utility infrastructure around the perimeter of the property have been designed by others. The current design for Argonne Street includes bike lanes along the Argonne Street property frontage connecting with the bike lanes to the north. Sidewalks and tree lawns along all street frontages will be provided in accordance with the approved TEP. No additional ROW is intended within the Property, and private drives are intended to be used as needed within the development for circulation. No modifications to the currently designed infrastructure plans surrounding the site are anticipated at this time.

The overall project will likely be developed in two phases, one phase being the commercial area and the other phase bring the multi-family and open space areas. Timing of these phases will be dependent on the City approval process, but the intention is to move forward with both phases expeditiously.

A development agreement for the project will address additional details related to affordable housing. Re-evaluation and coordination with the City regarding the park land fees will also be addressed in the development agreement process due to the change in use for the property since the subdivision was completed.

Residential development of the proposed property could offer equitable opportunities to the surrounding community. By building multifamily units, more people would move to this area, which in turn, would narrow the gap on the equity index in relation to housing needs. Since the surrounding community is predominantly single family detached plans, offering a renter-friendly multifamily complex would diversify the residential market. A residential addition to the community would consequently help provide a walkable/bikeable neighborhood, further increasing equitable opportunities for those without vehicles. The Property's proximity to the RTD would also merit those without vehicles and would stimulate its use within this area as a transit option.

Beyond this more obvious advantage for the community, local economies would ultimately be stimulated through consumer spending, as well as an influx in jobs and employees. With the addition of commercial, retail, and hotel development on the parcel to the west, there will be an opportunity for economic growth in this area. Restaurants would also benefit from this addition. Considering the location of the Property, and the anticipated development of restaurants on the commercial corner of Tower and 64th, this development would encourage longevity for both the restaurant and the residence.

Exhibit A

Vicinity Map

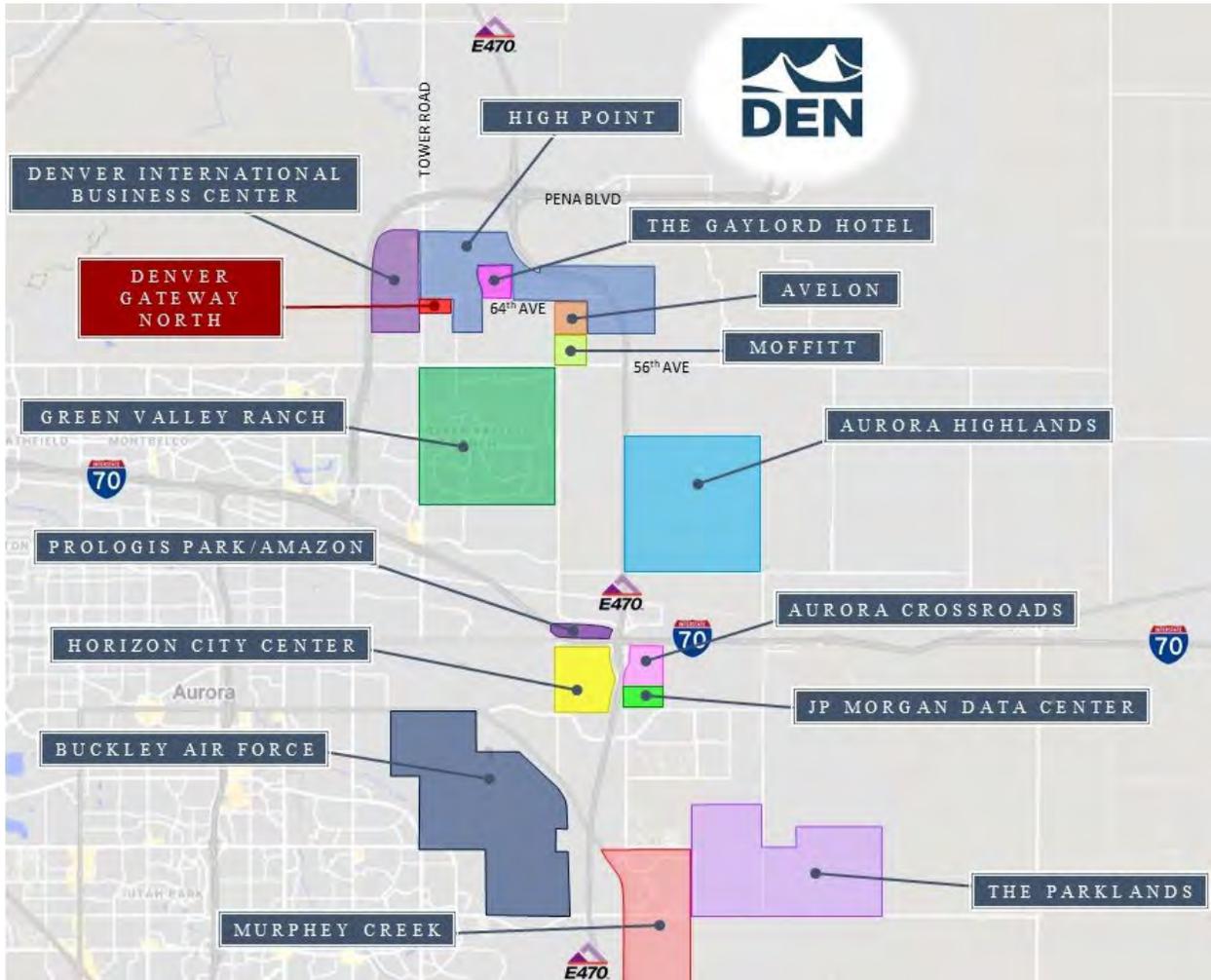
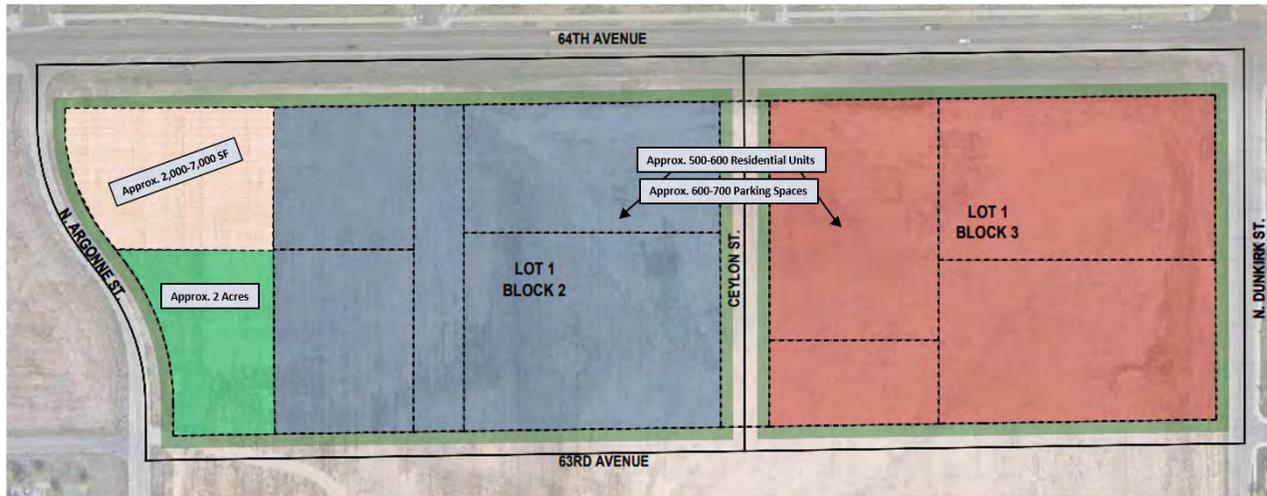


Exhibit B

Close up visual of the Property and its proposed uses



NOTES:

1. PEDESTRIAN CONNECTIONS SHOWN ARE CONCEPTUAL AND MAY CHANGE.
2. OPEN SPACE AND ORGANIZING FEATURES TO BE COORDINATED BETWEEN THE BLOCKS.

LEGEND:

	COMMERCIAL
	MULTI-FAMILY OR COMMERCIAL
	MULTI-FAMILY
	LANDSCAPING/PEDENRAGE
	OPEN SPACE (APPROX. 2 ACRES)
	PEDESTRIAN CONNECTION PATH
	PROPERTY LINE

Equity Brief: 64th & Dunkirk

Overview

What is equity?

Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. The city’s vision is for every resident to live in a complete neighborhood with access to jobs, amenities and services so that all Denverites – regardless of their race, ability, income, age, gender, etc. – can thrive.

New development projects can impact equity for an area through factors such as access to open space, access to and the mix of jobs, and housing choices. Each rezoning and/or Large Development Review (LDR) proposal provides an opportunity to understand how one project can improve, or at least not increase, existing inequities.

How do we measure equity?

Equity is measured using three concepts from Blueprint Denver: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics. For example, Access to Opportunity measures several indicators that reflect the city’s goal for all neighborhoods to have equitable access to a high quality of life, including access to transit, fresh food, and open space.

How to read equity scores

Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:

Access to Opportunity - measures an area’s access to opportunity through Social Determinants of Health (percent of population who are high school graduates and percent of families below the poverty line), Built Environment (access to fresh food and open space), Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



Vulnerability to Displacement – measures an area’s vulnerability to displacement through Educational Attainment, Rental Occupancy, and Median Household Income



Housing Diversity – measures the diversity of housing stock for an area compared to the city. This includes Missing Middle Housing, Diversity of Bedroom Count Per Unit, Ratio of Owners to Renters, Housing Costs, and Income Restricted Units



Job Diversity – measures two key factors related to the availability and variety of employment options: (1) Jobs density: the amount of jobs in different parts of the city, depicted by the intensity of color and measured as jobs per acre; and (2) Jobs diversity: the mix of jobs in different parts of the city. The mix of jobs is depicted by different colors:

The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail.	Less than 100 jobs. Data Values below are not applicable.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Innovation.	The job mix is similar to the city's overall job mix.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Manufacturing.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail and Manufacturing.

Why do we measure equity?

Identifying issues of inequity in a specific area helps identify opportunities for new development to reduce those inequities. By specifically addressing the low-scoring metrics, we can improve the equity for the community around the site and throughout the entire city. Below is an equity analysis specific to this site. It highlights lower scores. Staff has provided potential considerations for improving the identified inequities. Please note that these are suggested examples and applicant is expected to provide a broader set of solutions through the Equity Menu provided as an attachment to this document.

Site Equity Analysis

The Equity Analysis below includes 1) equity considerations for the site from adopted plans; 2) scores for specific *Blueprint Denver* equity measures; and 3) initial recommendations for the applicant to consider at the time of development review. This list is not meant to be an exclusive or exhaustive list, and coordination of agreed-upon equity improvements will be an iterative process between the applicant team and the city. Staff has carefully considered and identified equity concerns specific to the site. The planning and equity context for 64th and Dunkirk is summarized below, with additional maps and context included.

Adopted Area Plan Direction – Far Northeast Area Plan

The state of inequity is especially concerning and important to address for development in the Far Northeast (FNE), due to this site scoring in the middle to low-range of Denver neighborhoods across all three equity concepts. The FNE currently has low overall access to essential facilities, services, and amenities. The *Far Northeast Area Plan (FNE Area Plan)* and *Blueprint Denver* provide guidance towards equity in the community and throughout the city.

- The suburban development patterns found throughout FNE (such as winding streets, low density residential development, and single-use commercial areas) contribute to the area’s access challenges. Because these challenges are inherent to suburban development patterns, continued development of such patterns in FNE will likely continue to score lower than other, more urban parts of Denver.
- The diversity of housing options in FNE is low compared to the options available throughout the rest of Denver. Being a suburban community, most of the housing in the area consists primarily of single family detached homes. Increasing diversity within the suburban context requires expanding housing types beyond single family homes and increasing the supply of attached and multifamily housing types. A wider range of housing sizes and types would support a greater variety of household sizes at varying price points, thus improving access to opportunity and expanding equity.
- While the FNE data did not show its residents are vulnerable to displacement when analyzing how long they have lived in their homes (home tenure), they are vulnerable to displacement in the categories of educational attainment and household income.
- The FNE is moderately diverse in the types of employment opportunities available. While job-related diversity scores ranked well in FNE overall, they can still be improved through various land use and

economic strategies aimed at further diversification. Additionally, the large amounts of undeveloped land in many of FNE's employment areas presents a strong opportunity to attract more jobs. Regions within Far Northeast with significant amounts of employment are found primarily in three areas:

- Between Havana Street and Peoria Street (predominantly manufacturing jobs)
 - Between Chambers Road and Tower Road (predominantly retail jobs)
 - North of 56th Avenue (predominantly innovation jobs)
- While the above points apply to FNE in general, the DIA neighborhood is unique as existing development is isolated and sparse with a lack of infrastructure preventing access to amenities, and low income and education levels among DIA residents put them at risk of displacement.
 - The *FNE Area Plan* recommends creating community corridors along Tower Road and 64th Avenue, which abut the project site, as well as a community center at this intersection. These corridors and the center should contain a mix of uses and promote walkability and bikability.

Site Equity Scores and Recommended Actions

ACCESS TO OPPORTUNITY - Creating more equitable access to quality-of-life amenities, health, and education.

The site area's average score is 2.3, with low scores in Built Environment (both access to parks and fresh food score low), Child Obesity, and Access to Transit. These specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Built Environment

Social

Determinants of Health

Access to Parks 1.0 Access to Fresh Food 1.0 Access to Healthcare 3 Access to Child Obesity 2 Access to Life Expectancy 3 Access to Transit 0

Score 4.00 More Equitable Least Equitable Least Equitable Least Equitable Somewhat Equitable Less Equitable Somewhat Equitable No Access to Transit 3.67 / 1.00

50 - 74% of the western half / 0-24% of the eastern half is covered by a walk, bike, and driveway to a center or corridor

Metric	Score	Description	Consideration for Improvement	Response from Applicant
Social Determinants of Health	4.00	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older and b) percent of families below 100% of the Federal Poverty Line.	<ul style="list-style-type: none"> NA as this metric is More Equitable 	
	1.0	Measured by % of living units within ¼-mile walk to a park or open space.	<ul style="list-style-type: none"> Applicant commits to providing more open space than required on-site Applicant commits to improving connectivity through an organized street grid, to improve access to amenities including open space 	<ul style="list-style-type: none"> We are working closely with our developer to ensure open space requirements are met on-site. With the addition of the DPS school south of the Property comes open space and parks. National Park neighboring the Property offers hiking trails and scenic lookouts. Addition of a 9 acre park located North of Second Creek.
Access to Fresh Food	1.0	Measured by % of residents within ¼-mile walk to a full-service grocery store.	<ul style="list-style-type: none"> Applicant commits to promoting increased access to fresh food options Applicant commits to provide fresh food outlets on-site, such as a community garden 	<ul style="list-style-type: none"> Working to bring healthier food options to the commercial corner.
Access to Healthcare	3	Access to Health Services - such as clinics, prenatal services, and more.	<ul style="list-style-type: none"> Applicant maps and identifies where existing facilities are in the area 	<ul style="list-style-type: none"> IMMUNOe Health Center (2.4 miles, 7 minute drive)

			22.19% of women receive no prenatal care during the first trimester of pregnancy in this area	Somewhat Equitable		<ul style="list-style-type: none"> Green Valley Ranch Medical Clinic & Urgent Care (2.1 miles, 7 minute drive) Denver Health- Montbello Community Health Center (6.9 miles, 14 min drive) Secure Health Partners (7.6 miles, light rail en route) Aurora Mental Health (8.3 miles)
	Child Obesity	2 Less Equitable	Child Obesity measures % of children in the area that are overweight/obese. 18.71% of children and youth are obese		<p><i>This metric is not expected to be directly impacted by an applicant-driven rezoning but may be indirectly improved via other metrics</i></p> <ul style="list-style-type: none"> Applicant commits to uses on-site that promote healthy food options as opposed to compounding on the “food swamp” inequity in the FNE <ul style="list-style-type: none"> If providing auto-oriented food and beverage options applicant should prioritize fast-casual restaurants that provide healthy food choices, such as Modern Market, Panera Bread, etc. Applicant commits to providing more open space than required on-site Applicant commits to providing youth-oriented recreational opportunities on-site Applicant commits to creating a pedestrian and bicycle network that connects residential, commercial, civic, and open space uses 	
	Life Expectancy	3 Somewhat Equitable	Life expectancy (in years): 78.50		<p><i>This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics.</i></p> <ul style="list-style-type: none"> Applicant commits to promoting the use of and access to public transit Applicant commits to providing direct connections to Tower Rd and 64th Ave, where transit improvements are most likely 	
	Access to Transit	0 Least Equitable	No Access to Transit. Site was completely outside of a transit buffer ½ mile from high capacity transit or ¼ mile from frequent transit		<ul style="list-style-type: none"> 61st & Pena RTD station is 1.2 miles away (2 minute car drive, 20 minute walk) gives residents access to 8 different stations city-wide on the A Line alone. Bus stop on Tower in between 63rd and 62nd (0.3 miles from 	

					Property, 6-minute walk). Bus network upgrade plans developed argue that ranges within 800 meters to bus stops increases transit use by 30%, to which this distance meets. <ul style="list-style-type: none"> • More people would equal more commuters and an increased motif for an additional stop.
				<ul style="list-style-type: none"> • Applicant maps and identifies existing community services in the area • Applicant commits to providing direct connections from the eastern half of the site to the western half of the site 	<ul style="list-style-type: none"> • Green Valley Ranch Recreation Center is located 2.2 miles away from Property and is accessible via bus route • Montbello Recreation center is located 3.3 miles away
	Access to Centers and Corridors	3.67 / 1.00	Evaluation: 50-74% of the western area / 0-24% of the eastern area is covered by a walk, bike, and driveshed to a center or corridor.		

REDUCING VULNERABILITY TO DISPLACEMENT – Stabilizing residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents.

For Vulnerability to Involuntary Displacement, this area’s average score is 2 out of 3. This means that the area is considered vulnerable to displacement. Specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

Metric	Score	Description	Educational Attainment	Rental Occupancy	Median Household Income
Educational Attainment	1 Vulnerable	Percent of 25 year olds and older without a college degree: 74.72% Citywide Average: 50.6% Lack of opportunities for higher education can leave residents unable to make more money and get jobs to offset increased costs	1 Vulnerable	0 Not Vulnerable	1 Vulnerable
Rental Occupancy	0 Not Vulnerable	Percent of Renter Occupied: 28.76% Citywide Average: 50.12%			
Median Household Income	1 Vulnerable	Median Household income: \$54,125 Denver’s Median household income: \$68,952			
			Consideration for Improvement	Response from Applicant	
			<ul style="list-style-type: none"> • Applicant to provide list of local resources for educational assistance 	<ul style="list-style-type: none"> • Community College of Aurora located 8.3 and 11 miles away at two separate campuses. Bus routes available. • Community college of Denver located 11.4 miles away. 	
			<ul style="list-style-type: none"> • NA as this metric is Not Vulnerable 		
			<ul style="list-style-type: none"> • Applicant commits to affordable housing on-site and to target the 	<ul style="list-style-type: none"> • With the addition of a multifamily residence comes more opportunities 	

		marketing of affordable units to the nearby community.	for affordable housing versus single family detached units.
			<ul style="list-style-type: none"> We are working with the multifamily developer in terms of affordable housing. We have suggested they provide a certain % of affordable units to meet this need.

EXPANDING HOUSING DIVERSITY - providing a better and more inclusive range of housing in all neighborhoods.

For Housing Diversity, this area's average score is 3 out of 5, with the area scoring low on the amount of income restricted units. Specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Missing Middle Housing	Diversity of Bedroom Count Per Unit	Owners to Renters	Housing Costs	Income Restricted Units
Score	1 Diverse	1 Diverse	0 Not Diverse	0 Not Diverse	1 Diverse

Metric	Score	Description	Consideration for Improvement	Applicant Response
Missing Middle Housing	1 Diverse	Percent Housing with 2-19 units: 28.02% Citywide: 19% If an area had over 20% middle density housing units, it was considered "diverse", if it was less than 20% middle density it was considered "not diverse."	<ul style="list-style-type: none"> NA as this metric is Diverse 	
Diversity of Bedroom Count Per Unit	1 Diverse	Ratio: 0.94 Mix Type: Mixed Measured by comparing the number of housing units with 0-2 bedrooms to the number of units with 3 or more bedrooms.	<ul style="list-style-type: none"> NA as this metric is Diverse 	
Owners to Renters	0 Not Diverse	Owners: 71.24% Renters: 28.76% Denver Owners: 49.9% Denver Renters: 50.1%	<ul style="list-style-type: none"> Applicant commits to provide a strong mix of ownership vs rental properties 	<ul style="list-style-type: none"> Bringing multifamily development to this area will increase the number of renters, therefore encouraging more housing diversity.
Housing Costs	0 Not Diverse	Mix Type: High The ratio of (a) housing units affordable to households earning up to 80% if the city's median income to (b) housing units affordable to	<ul style="list-style-type: none"> Applicant commits to provide a range of housing units at costs relative to the city's median income 	<ul style="list-style-type: none"> As said, apartment development will encourage more housing diversity. Renting is typically less expensive than a mortgage, which will contribute to this living cost relative to the city's median income.

	households earning over 120% of the city's median income.	
Income Restricted Units	Income Restricted Units: 307 Citywide Average Income Restricted Units: 175.4	
1 Diverse		<ul style="list-style-type: none"> NA as this metric is Diverse

EXPANDING JOB DIVERSITY - providing a better and more inclusive range of employment options in all neighborhoods.

Job Diversity in this area is dissimilar to the City's overall job mix, with fewer retail and manufacturing options compared to the city. Specific metrics are defined below, along with considerations that align with the goals of the FNE Area Plan and Blueprint Denver. The applicant is expected to consider additional proposals that are identified in Equity Menu of Strategies attached to this document.

	Retail	Innovation	Manufacturing
Score	14.07%	85.89%	0.04%
	City Wide Average 53.5%	City Wide Average 35.7%	City Wide Average 10.7%

Metric	Score	Description	Consideration for Improvement	Applicant Response
Total Jobs	22,345 Jobs	Total Jobs per Acre: 0.83	<ul style="list-style-type: none"> NA 	
Retail	3,143 Jobs 14.07%	This is less than the citywide Retail average of 53.5% Retail Jobs per Acre: 0.12	<ul style="list-style-type: none"> Commit to provide on-site retail spaces that create retail related jobs, to help balance the mix of retail jobs in the area 	<ul style="list-style-type: none"> The addition of the commercial corner will present new jobs.
Innovation	19,193 Jobs 85.89%	This is greater than the citywide Innovation average of 35.7% Innovation Jobs per Acre: 0.71	<ul style="list-style-type: none"> NA 	
Manufacturing	9 Jobs 0.04%	This is less than the citywide Manufacturing average of 10.7% Manufacturing Jobs per Acre: 0.00	<ul style="list-style-type: none"> NA 	

Next Steps

The FNE area is part of a dynamic system of components that are forever evolving. *Blueprint Denver* establishes a framework for equitable planning across Denver. By incorporating equity into planning, neighborhoods such as those in the FNE can achieve *Blueprint Denver's* vision of creating dynamic, inclusive, and complete neighborhoods.

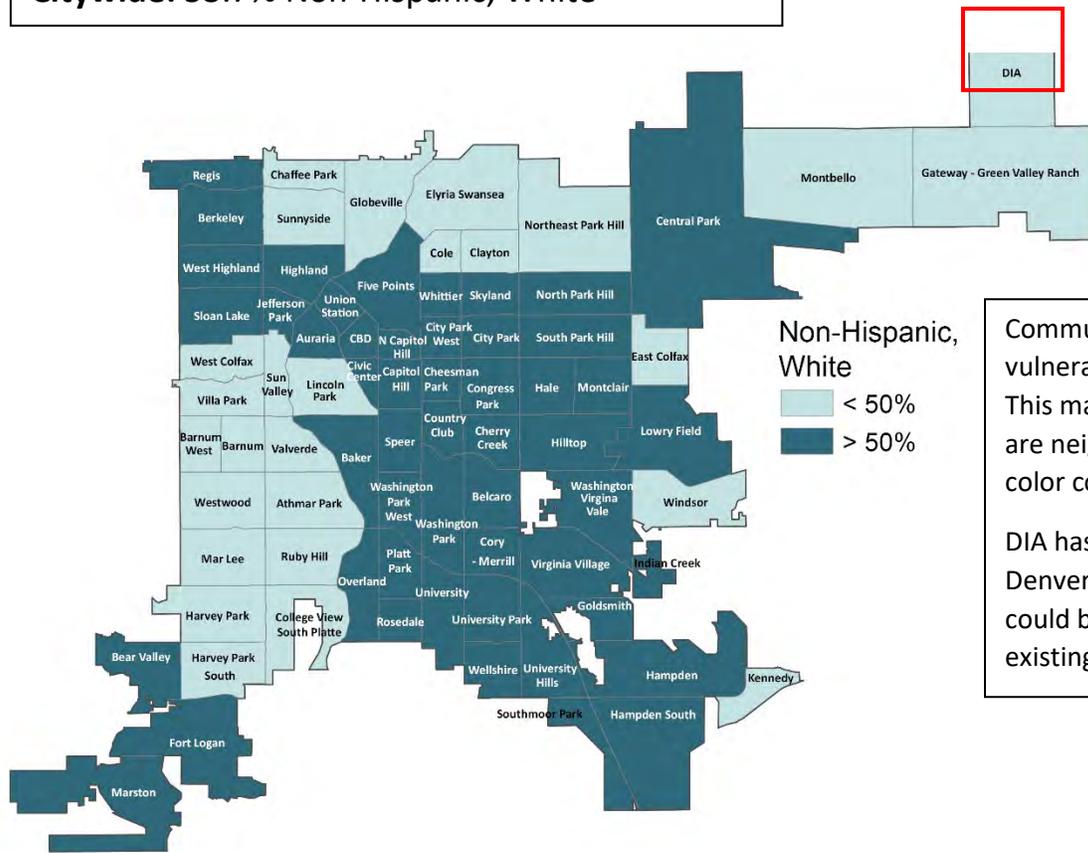
Actions

1. In response to the equity analysis provided by staff above, applicant will need to address the identified equity gaps by completing the Applicant Response column included the table above.
2. The applicant may refer to the Equity Menu, also attached, for ideas about how to respond to equity gaps identified for this site.

CURRENT DEMOGRAPHICS AND CHANGES OVER TIME

RACIAL COMPOSITION | 2018

DIA: 35.5% Non-Hispanic, White
Citywide: 53.7% Non-Hispanic, White

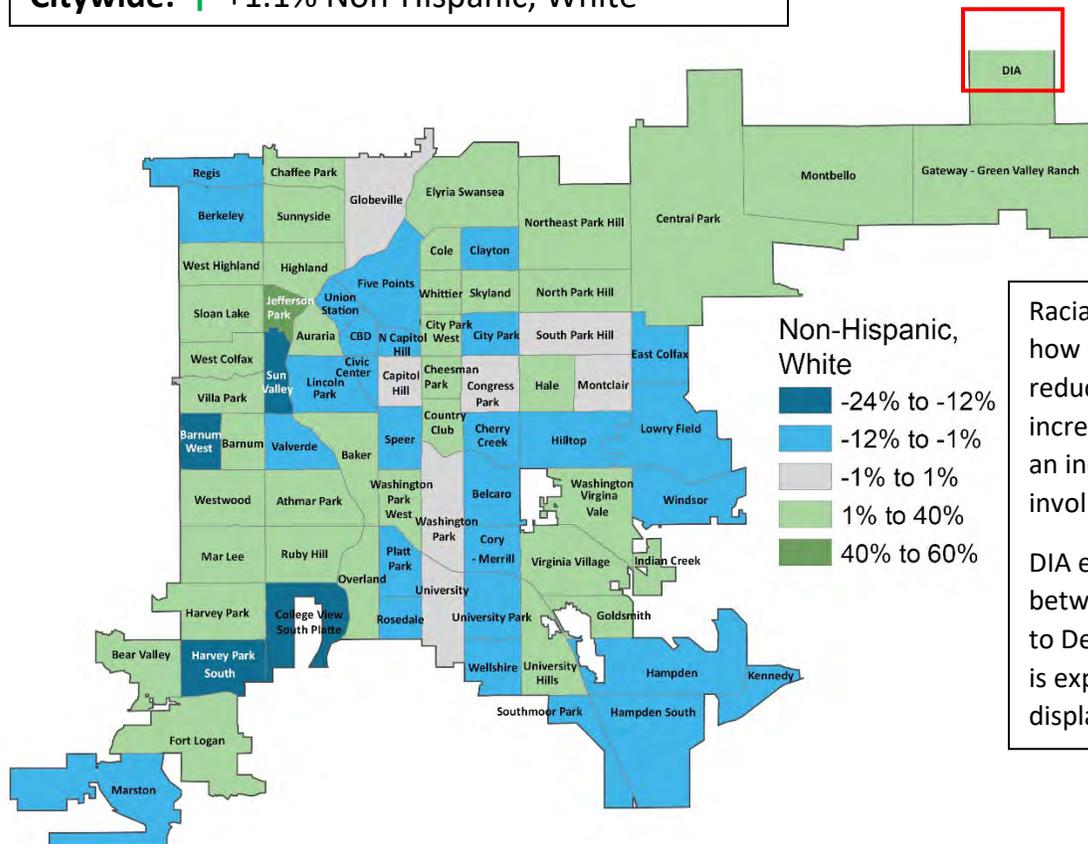


Communities of color are often more vulnerable to involuntary displacement. This map helps us understand where there are neighborhoods with more people of color compared to the rest of the city.

DIA has less people of color compared to Denver as a whole. This means the area could be less susceptible to displacement of existing communities of color.

RACIAL COMPOSITION | 2015-2018 (% CHANGE)

DIA: ↑ +9.4% Non-Hispanic, White
Citywide: ↑ +1.1% Non-Hispanic, White

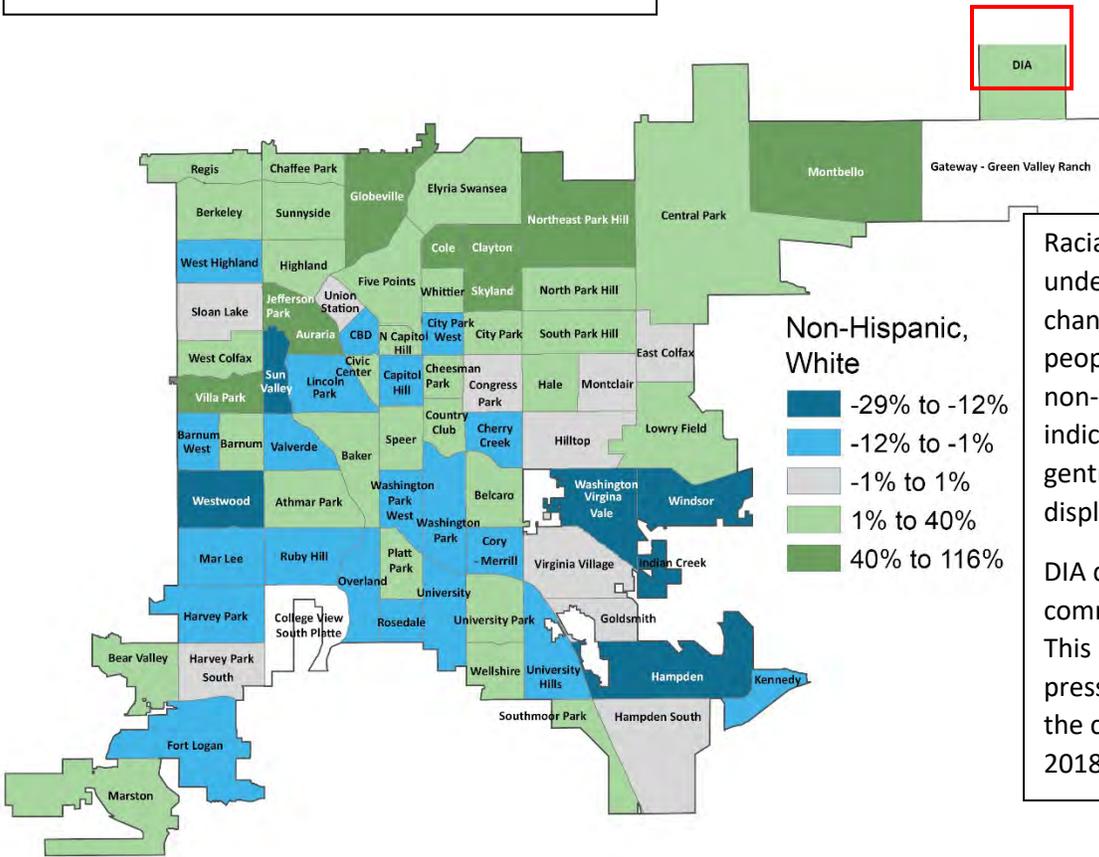


Racial composition helps us understand how neighborhoods change over time. A reduction in people of color (or an increase in Non-Hispanic, White) is often an indicator that an area is experiencing involuntary displacement.

DIA experienced a loss of people of color between 2015-2018, especially compared to Denver as a whole, an indicator that it is experiencing gentrification and displacement.

RACIAL COMPOSITION | 2010-2015 (% CHANGE)

DIA: ↑ +8.4% Non-Hispanic, White
Citywide: ↑ +2.5% Non-Hispanic, White

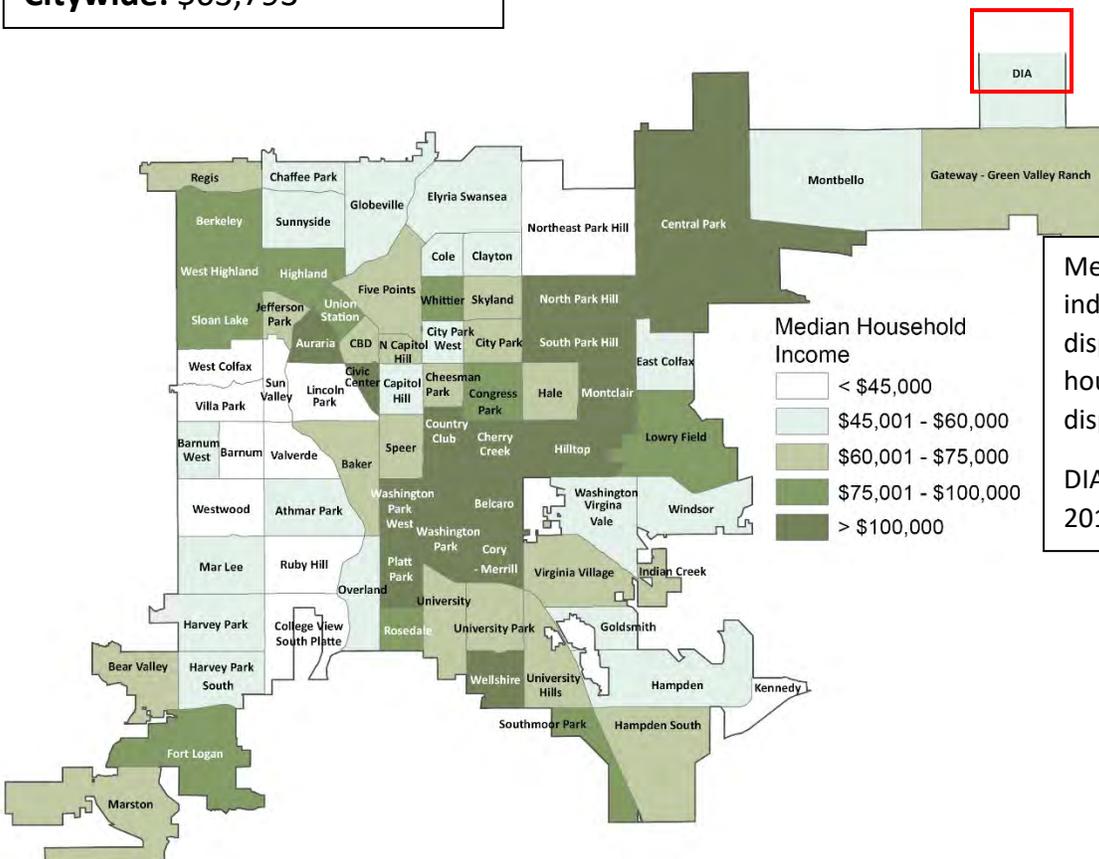


Racial composition helps us understand how neighborhoods change over time. A reduction in people of color (or an increased in non-Hispanic, White) is often an indicator that an area is experiencing gentrification and involuntary displacement.

DIA did not experience as much loss of communities of color from 2010-2015. This implies more recent displacement pressures on the neighborhood given the changes shown above from 2015-2018.

MEDIAN HOUSEHOLD INCOME | 2018

DIA: \$54,592
Citywide: \$63,793

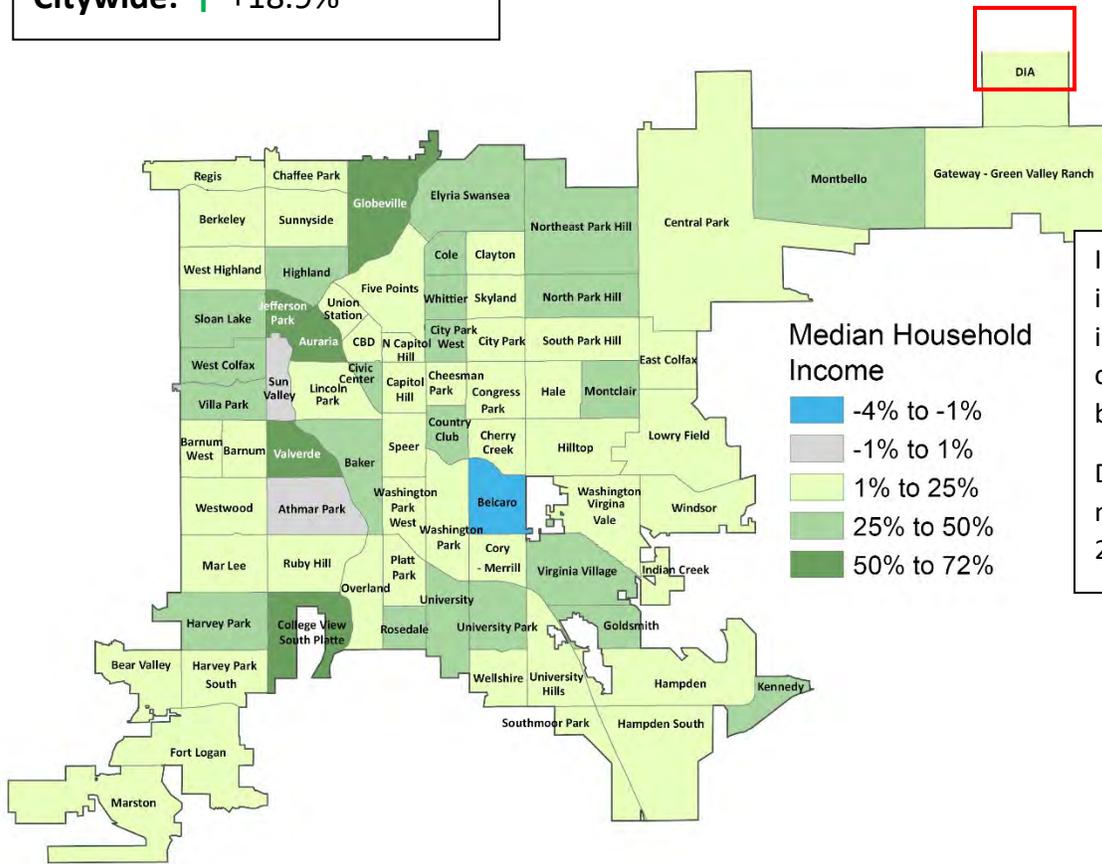


Median household income can be an indicator of vulnerability to displacement since lower income households are more susceptible to displacement.

DIA had a lower median income in 2018 compared to the city.

\$ MEDIAN HOUSEHOLD INCOME | 2015-2018 (% CHANGE)

DIA: ↑ +20.98%
Citywide: ↑ +18.9%

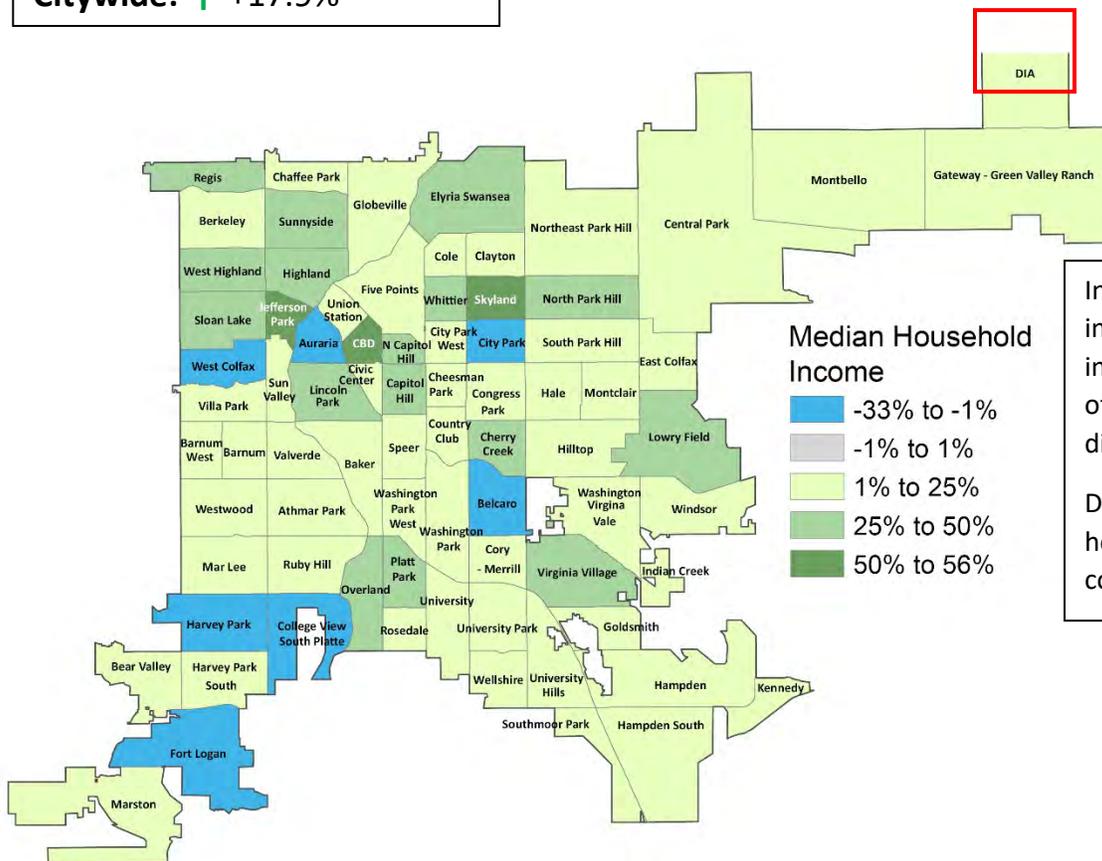


Increasing median household income could indicate higher-income families moving in, a sign of lower-income households being displaced.

DIA had a higher increase in median household income from 2015-2018 compared to the city.

\$ MEDIAN HOUSEHOLD INCOME | 2010-2015 (% CHANGE)

DIA: ↑ +1.29%
Citywide: ↑ +17.9%



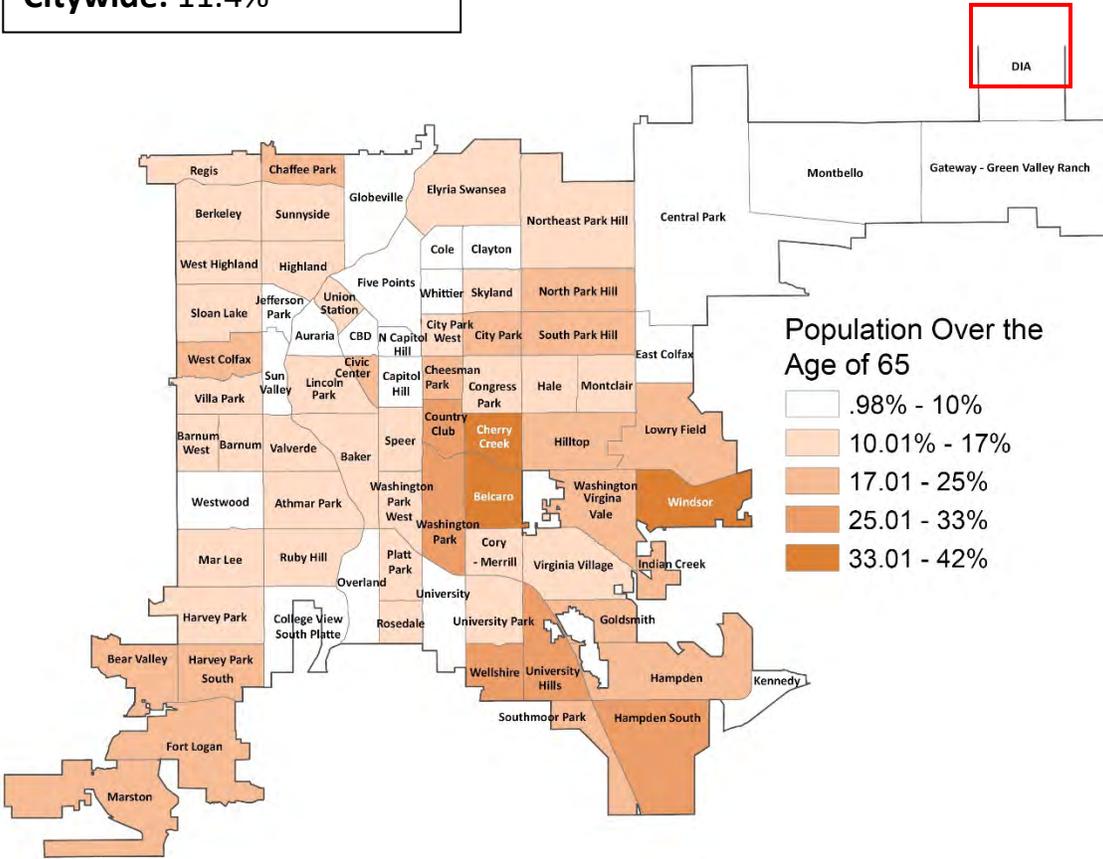
Increasing median household income could indicate higher-income families moving in, a sign of lower-income households being displaced.

DIA had a lower increase in median household income from 2010-2015 compared to the city.

POPULATION OVER THE AGE OF 65 | 2018

DIA: 8.9%

Citywide: 11.4%



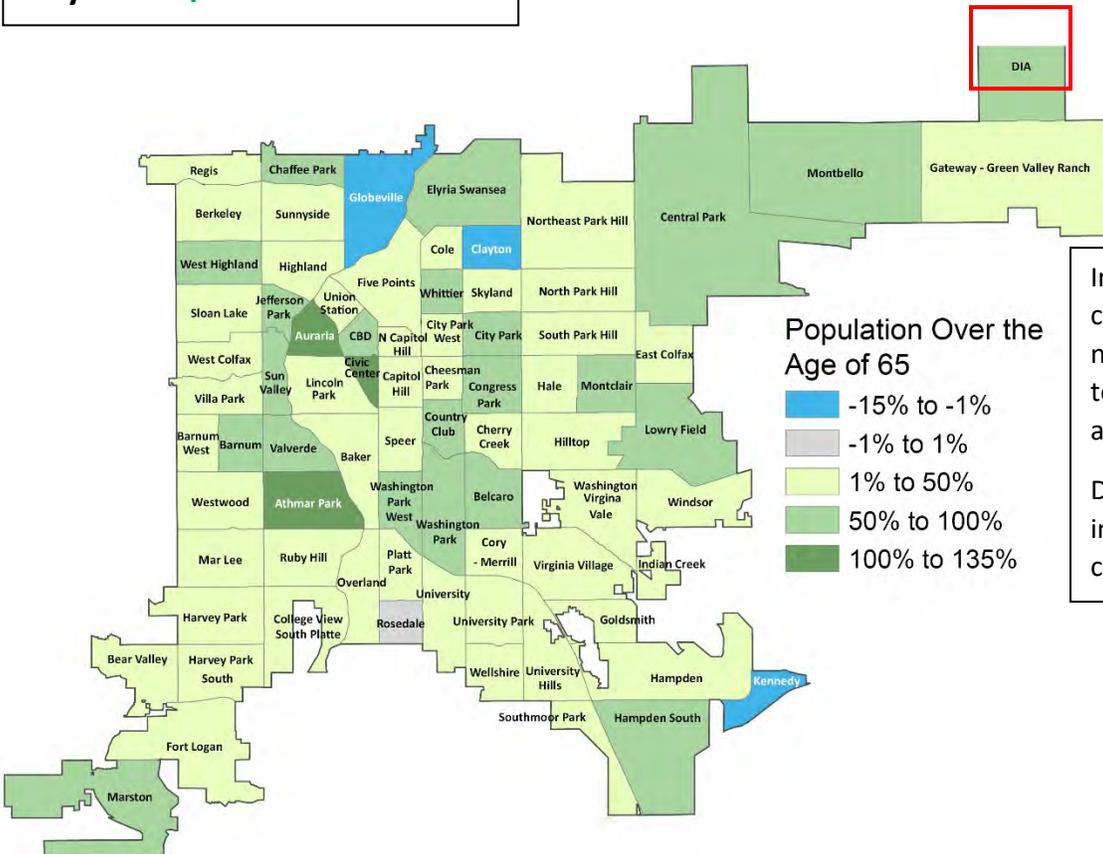
Older adults can be more vulnerable to displacement since they typically have fixed incomes.

DIA has fewer older adults compared to the city and compared to many other neighborhoods.

POPULATION OVER THE AGE OF 65 | 2015-2018 (% CHANGE)

DIA: ↑ +98.82%

Citywide: ↑ +6.5%

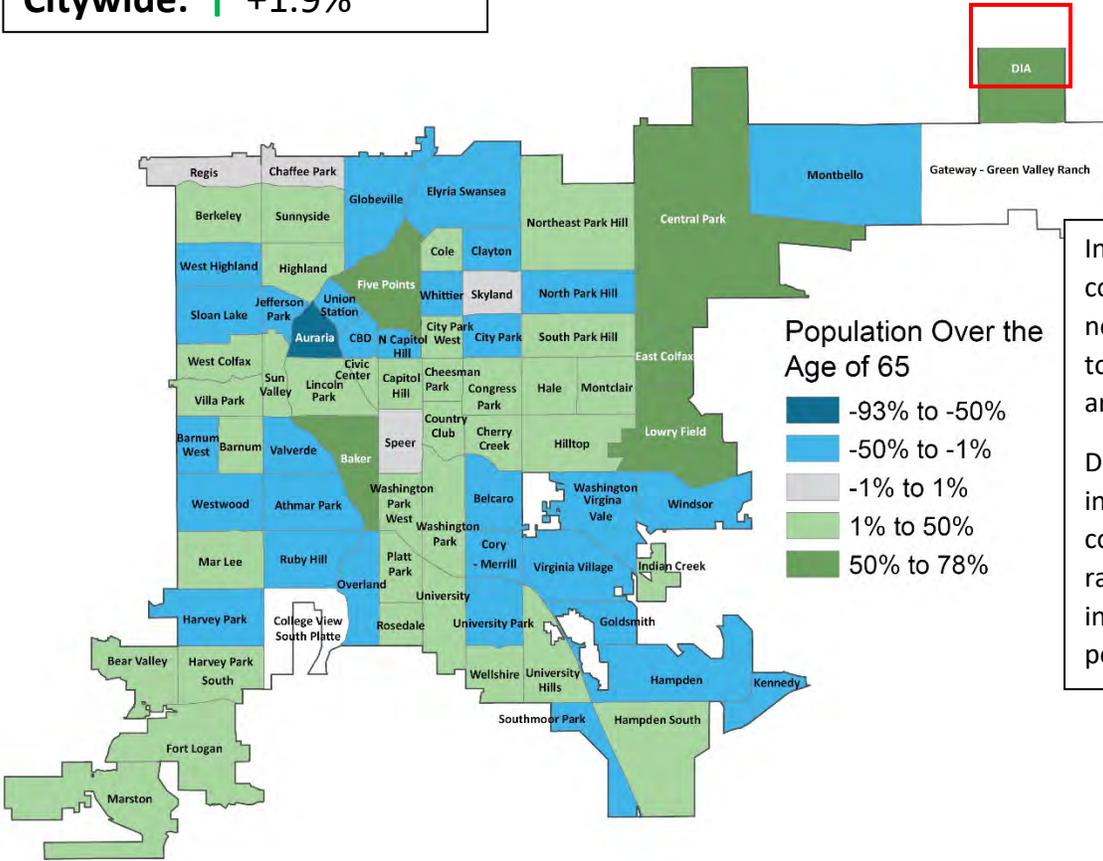


Increases in elderly population could mean more people in a neighborhood who are vulnerable to displacement if property values and property taxes increase.

DIA experienced a higher increase in older adults from 2015-2018 compared to the city.

POPULATION OVER THE AGE OF 65 | 2010-2015 (% CHANGE)

DIA: ↑ +51.1%
Citywide: ↑ +1.9%

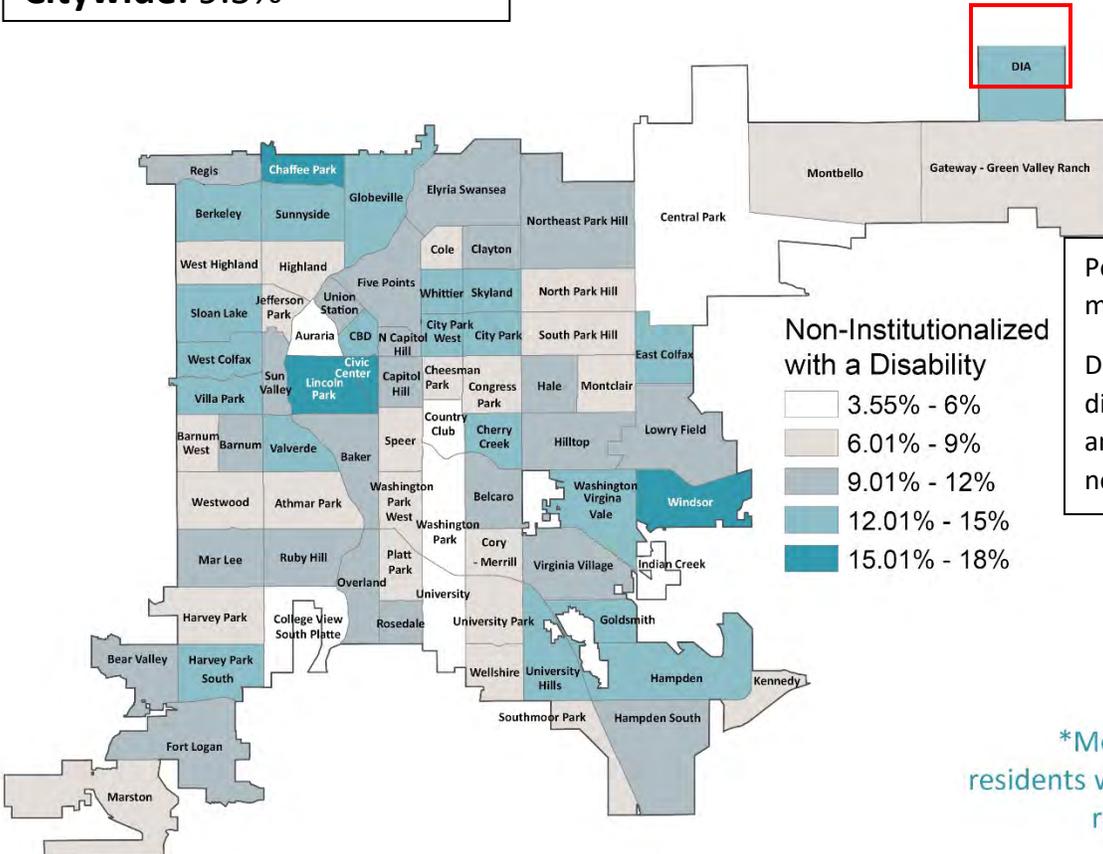


Increases in elderly population could mean more people in a neighborhood who are vulnerable to displacement if property values and property taxes increase.

DIA experienced a higher increase in older adults from 2010-2015 compared to the city, a trend that rapidly increased from 2015-2018 in this more vulnerable population.

RESIDENTS WITH A DISABILITY* | 2018

DIA: 12.2%
Citywide: 9.5%



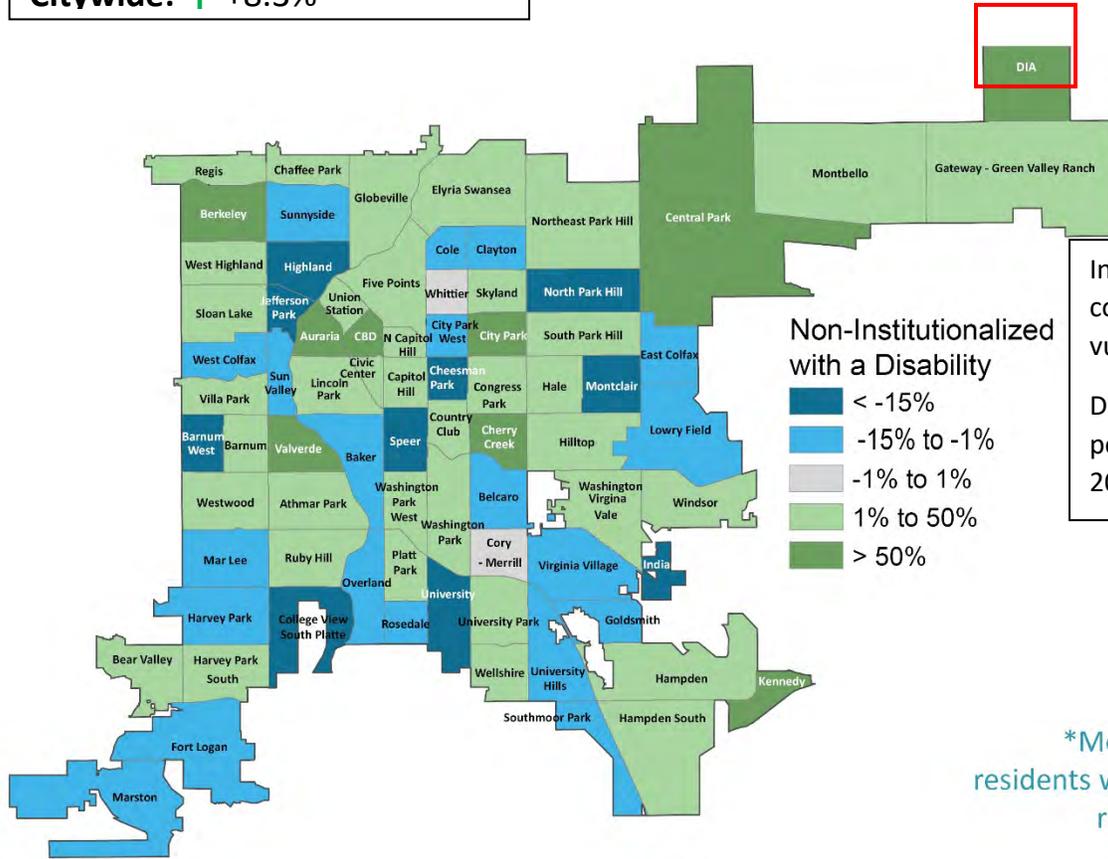
People with disabilities may be more vulnerable to displacement.

DIA has more people with disabilities compared to the city and compared to many other neighborhoods.

*Measure reflects the percentage of residents with a disability who live at home rather than in a residential facility

RESIDENTS WITH A DISABILITY* | 2015-2018 (% CHANGE)

DIA: ↑ +386.8%
Citywide: ↑ +8.3%



Increases in people with disabilities could mean more people who are vulnerable to displacement.

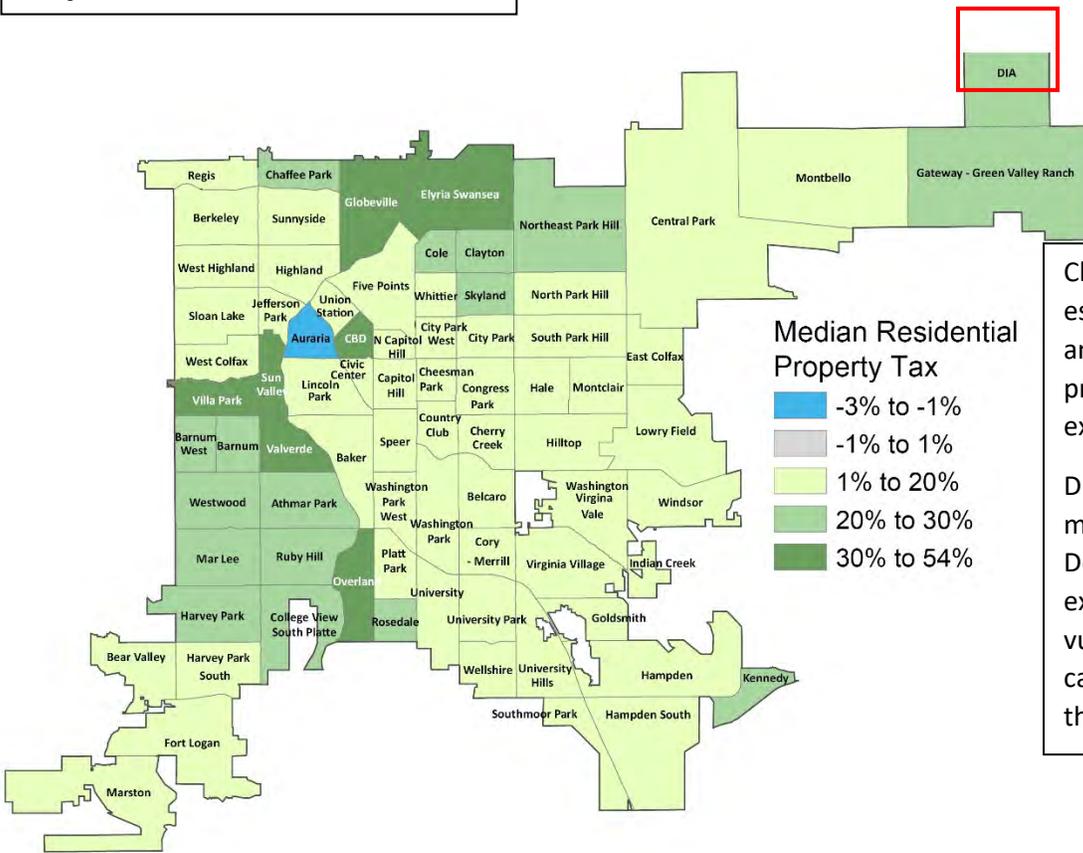
DIA experienced a higher increase in people with disabilities from 2015-2018 compared to the city.

*Measure reflects the percentage of residents with a disability who live at home rather than in a residential facility

HOUSING MARKET TRENDS

MEDIAN RESIDENTIAL PROPERTY TAX | 2018-2020 (% CHANGE)

DIA: ↑ +28.7%
Citywide: ↑ +7.6%

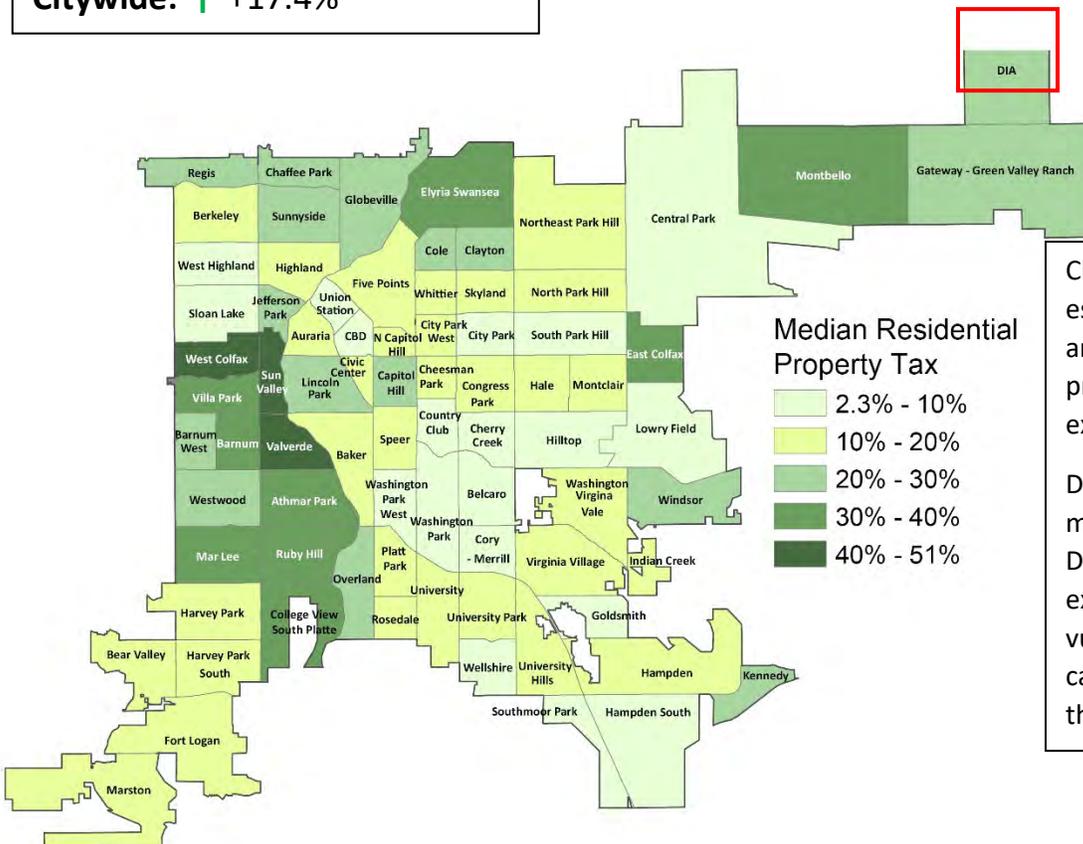


Changes in the housing market – especially increasing property values and property taxes – indicate market pressures and the possibility for existing residents to be displaced.

DIA experienced a higher increase in median property tax compared to Denver from 2018-2020, a sign that existing residents may be more vulnerable to displacement if they cannot afford increasing taxes on their property.

MEDIAN RESIDENTIAL PROPERTY TAX | 2015-2018 (% CHANGE)

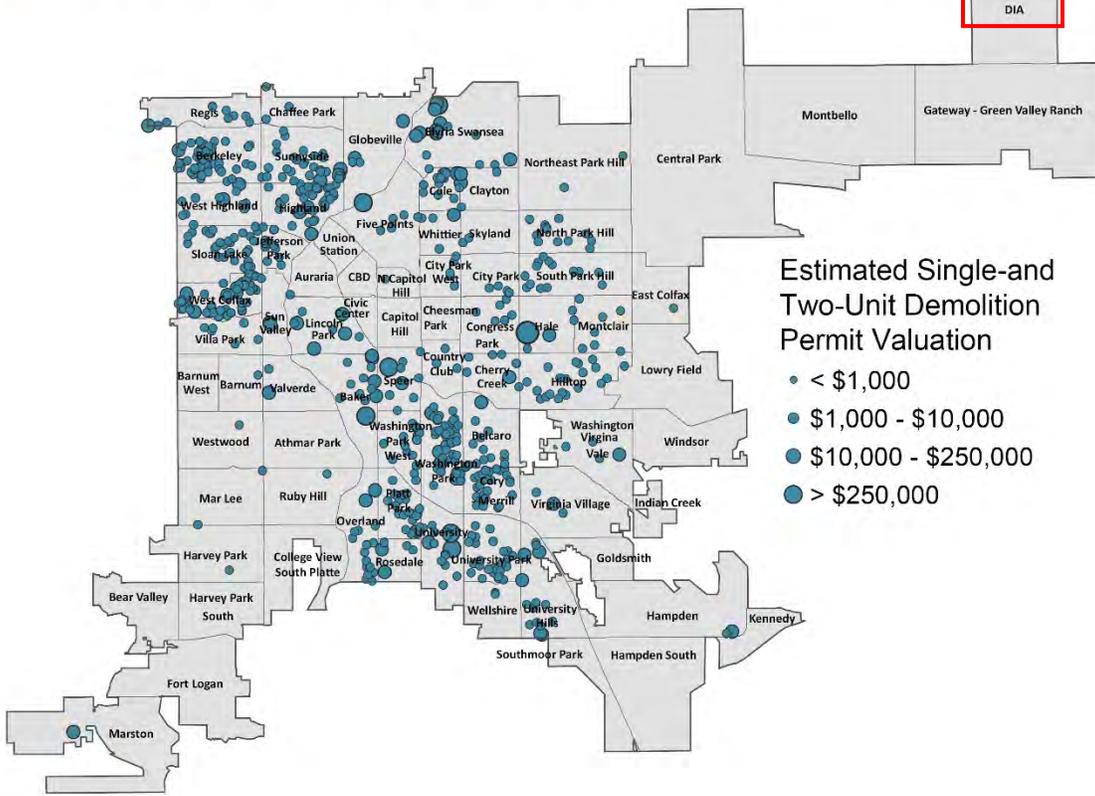
DIA: ↑ +20.7%
Citywide: ↑ +17.4%



Changes in the housing market – especially increasing property values and property taxes – indicate market pressures and the possibility for existing residents to be displaced.

DIA experienced a higher increase in median property tax compared to Denver from 2015-2018, a sign that existing residents may be more vulnerable to displacement if they cannot afford increasing taxes on their property.

SINGLE-AND TWO-UNIT DEMOLITION PERMITS | 2018



Estimated Single-and Two-Unit Demolition Permit Valuation

- < \$1,000
- \$1,000 - \$10,000
- \$10,000 - \$250,000
- > \$250,000

Demolitions of existing homes signals market investment and the possibility for increasing property values, which could create displacement pressure.

DIA does not show any demolitions of existing homes in 2018.



DENVER INTERNATIONAL AIRPORT
8500 Peña Blvd. | Denver, Colorado 80249-6340 | (303) 342-2000

DNL White Paper

DNL (sometimes also called Ldn) is a metric used to quantify noise exposure from aircraft in areas surrounding airports. DNL describes the average noise level over a period of time, usually expressed as an annual average, but can extend over any time period of at least 24 hours. In addition to capturing average noise over time, DNL also applies an additional 10 decibel weighting factor to all aircraft noise that occurs between 10:00 pm and 7:00 am. as it is considered more disturbing primarily due to potential sleep disturbance. DNL is generally depicted on a map via contour lines that enclose geographic areas that are exposed to similar noise levels.

Within Part 150 of the Federal Aviation Regulations (FAR Part 150), the Federal Aviation Administration (FAA) specifies various land uses that it deems either compatible or incompatible with certain DNL noise levels. With respect to residential land uses, FAR Part 150 prohibits residential uses within the 65 DNL noise contour. Properties located within the 65 DNL contour would be exposed to average annual aircraft noise levels of 65 decibels, or higher.

In addition to the FAA's prohibition against residential uses within 65 DNL, DEN encourages all surrounding jurisdictions to prohibit residential uses within the 60 DNL contour. This contour extends farther from the airport than the 65 DNL, providing additional protection against incompatible land use.

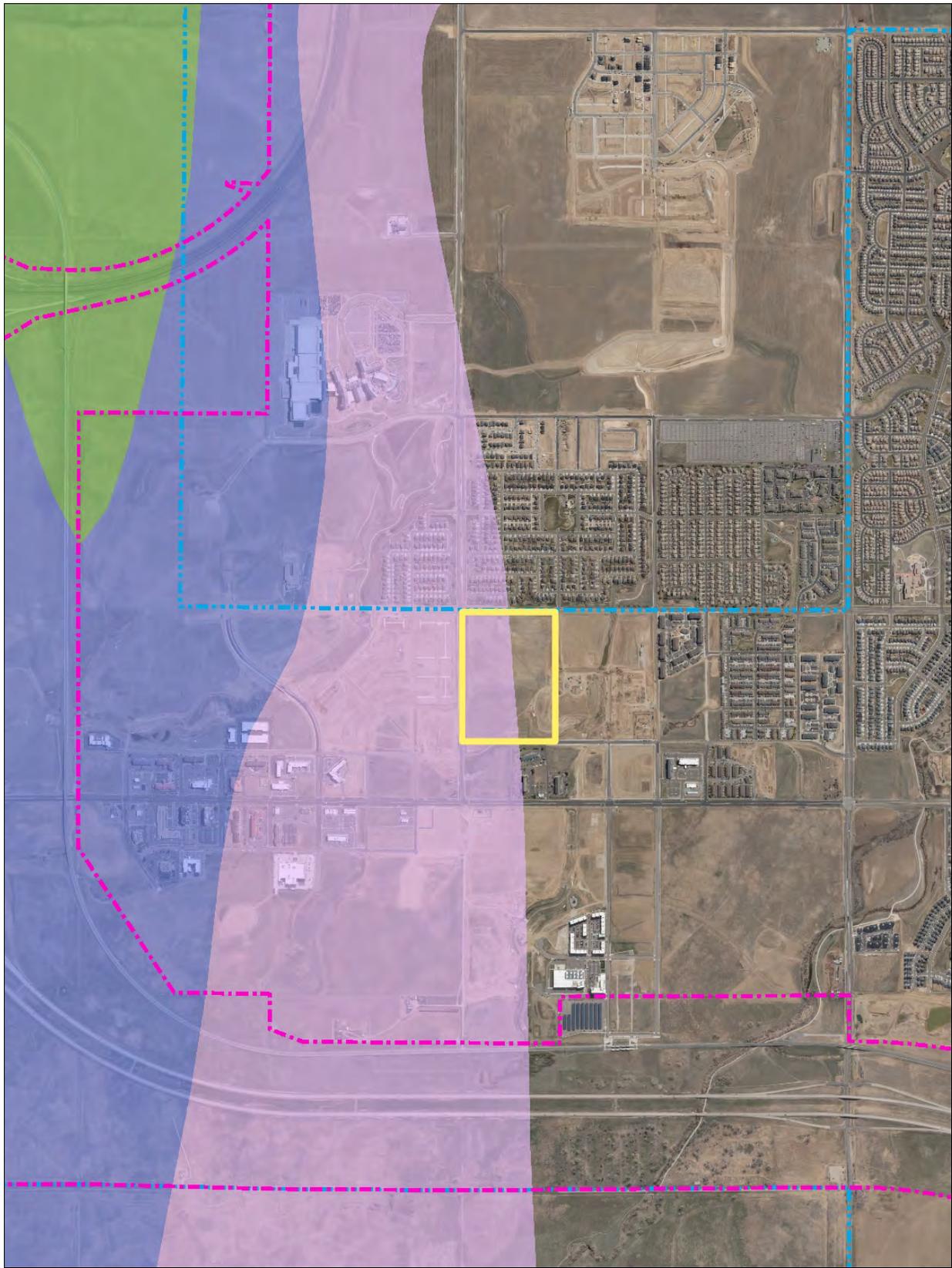
While keeping residential uses outside these DNL contours ensures a certain level of protection against incompatible land use, it is still possible for residential development in some locations outside the contours to result in residents of those areas experiencing high levels of aircraft overflight activity. This can lead to noise complaints and community pressure to restrict DEN operations. It is therefore strongly recommended that developers and/or planning departments considering residential construction near DEN, even if it appears to be located outside the 65 and 60 or even 55 DNL contours, to contact DEN for evaluation of any potential noise impacts.

For additional information, please refer to 14 CFR Part 150, "Airport Noise Compatibility Planning", and/or to the 1988 Intergovernmental Agreement on a New Airport, available from DEN and surrounding planning departments.

Attachment 2 - Noise Contours at Site



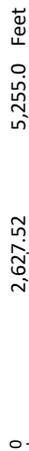
- Legend**
- DEN Property Line
 - County Annexation Line
 - Noise Monitoring Terminal Standard
 - Noise Exposure Performance Standard
 - Land Use 65-DNL COMPOSITE
 - Land Use 60-DNL COMPOSITE
 - IGA 65-DNL COMPOSITE
 - IGA 60-DNL COMPOSITE
 - IGA 55-DNL COMPOSITE



Notes

Note

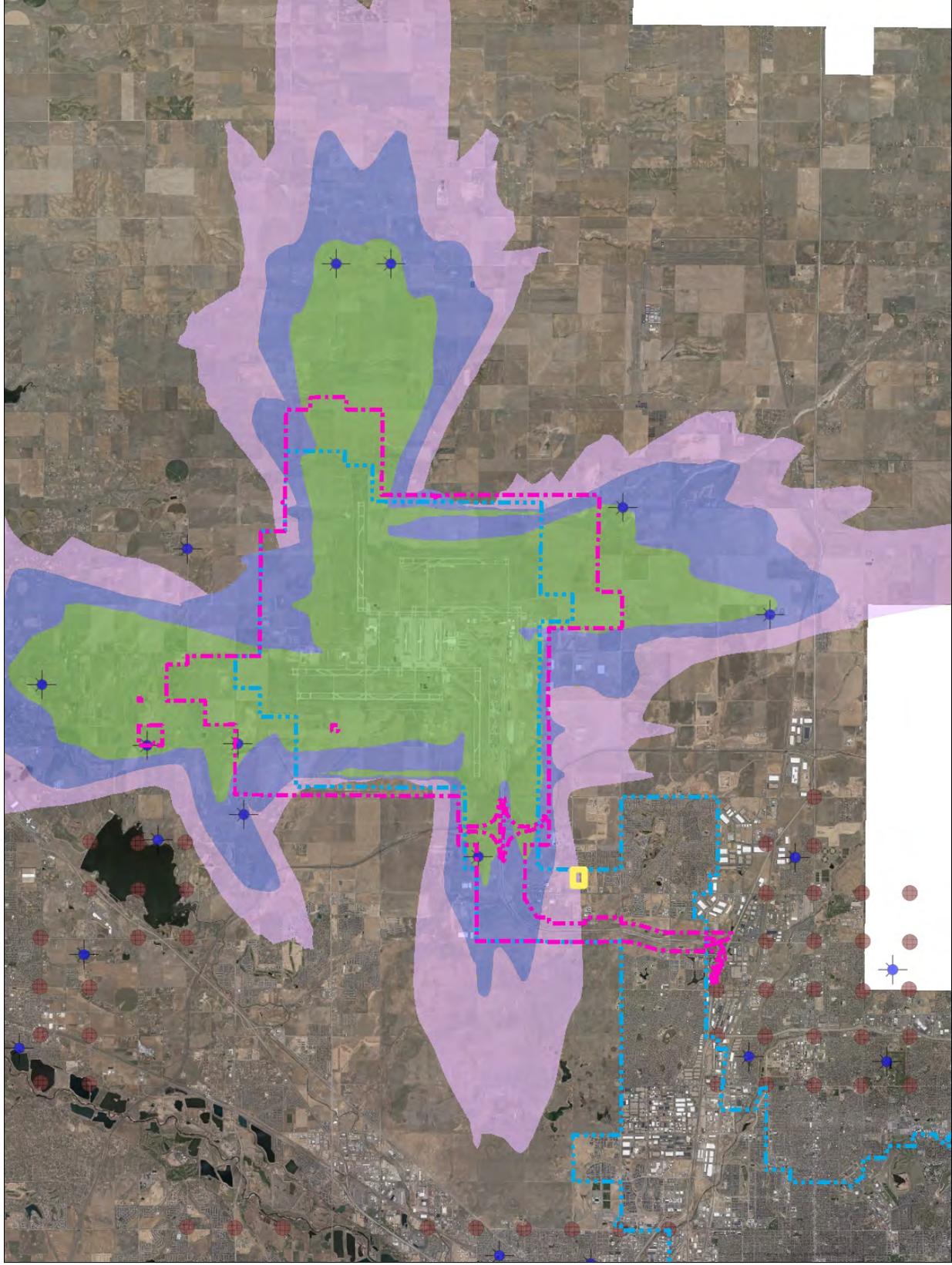
Disclaimer: Map exhibits produced using DEN Maps are for display purposes and do not supplant the need for a professional survey.



Noise Contours at Site - Context Attachment 3

Legend

- DEN Property Line
- County Annexation Line
- Noise Monitoring Terminal Standard
- Land Use 65-DNL COMPOSITE
- Land Use 60-DNL COMPOSITE
- IGA 65-DNL COMPOSITE
- IGA 60-DNL COMPOSITE
- IGA 55-DNL COMPOSITE



Notes

Note

42,040.3 21,020.16 42,040.3 Feet



Disclaimer: Map exhibits produced using DEN Maps are for display purposes and do not supplant the need for a professional survey.

Community Outreach

Summary By: The Westside Team



GATEWAY LDR MEETING



DATE OF MEETING: October 14, 2021



MEETING TIME: 6:00 pm



PLATFORM: Zoom



NUMBER OF ATTENDEES: 4

Q: Are there any stoplights in your plan?

- There will be lights at 64th and Argon and 63rd and Argon
- There will be lights at 64th and Dunkirk and 63rd and Dunkirk
- Ceylon St will be addressed once we get into site plan development, and we will be working on whether a stop light will be required
- Department of Transportation and Infrastructure (DOTI) and signal lights will be based on transportation engineering standards, but community members can anticipate stop lights in typical places



Q: When it comes to the commercial piece, will there be an opportunity for the community to voice what they would like? Within the council office, there is a lot of concern around fast food, and the community wants some variety such as fast casual, will there be an opportunity for this?

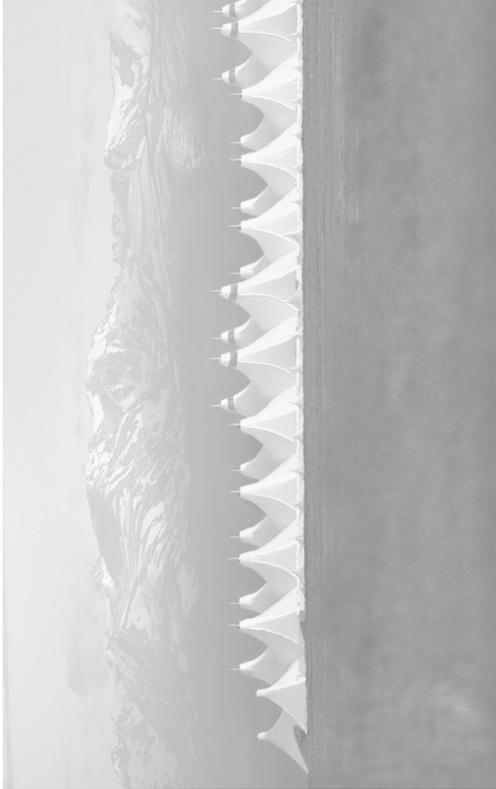
“Until we finalize the plan, it is hard to say who will come there because of that two-way street. We don’t have any specified users at this point, but there is a lot of interest in this area.”

Additional community input was extended via email.

Q: Is there any plan to bring additional police/police stations?

- There is a station moving to the 911 call center off Peoria, since they have outgrown the spot they are at now.
- The fire department is looking for another station and an area they are exploring is 64th and tower, but on the other side to also serve as a first response.





Q: With the LDR process offering a 2-week period to provide additional comments, what kind of comments are you looking for?

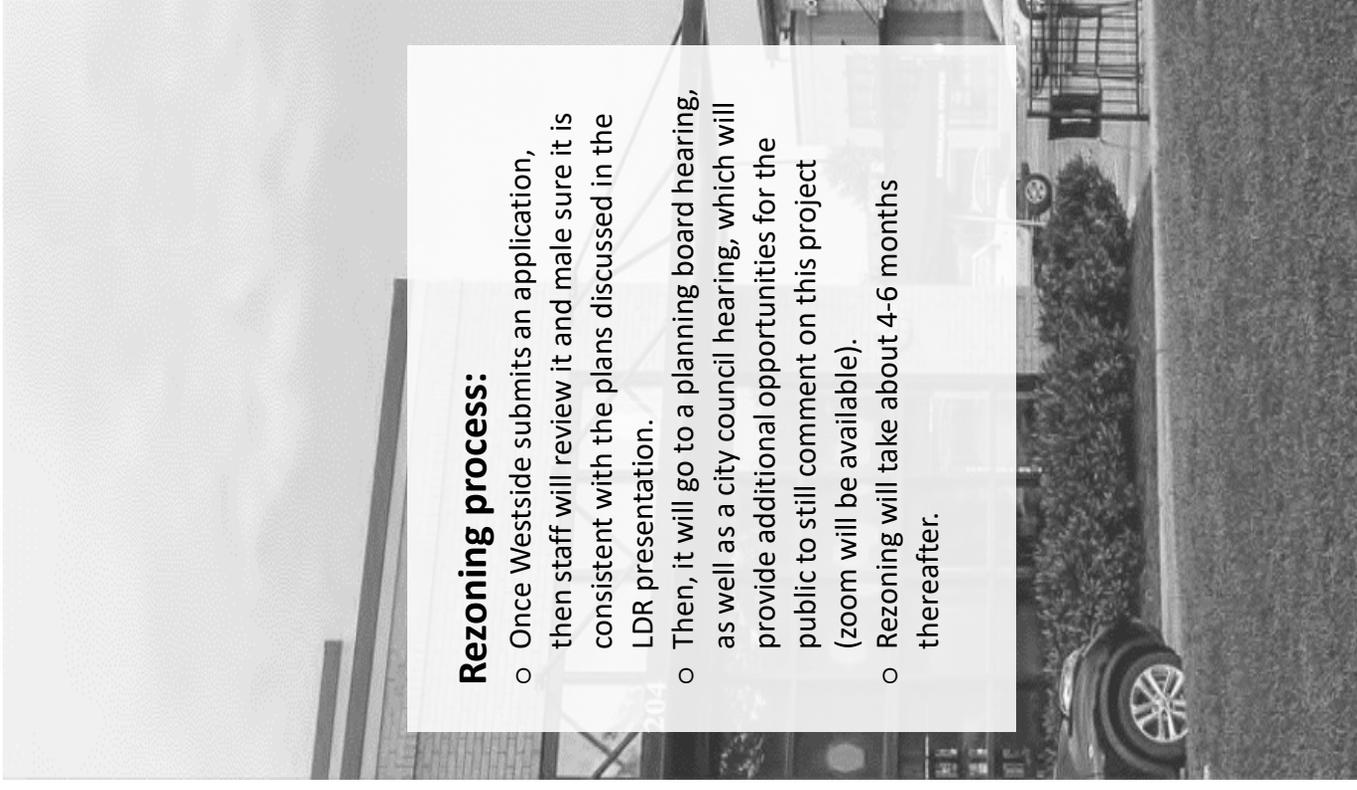
-Not a veto on what could be there, but comments on the adoptive plan would be beneficial.

-With existing zoning and with proposed zoning, commercial and residential are permitted uses, so that's an existing entitlement and a future entitlement. The city does not have a veto power or authority to define what that mix must be.

-Far NE Area plan provides some guidance in association with this project, and comments can relate to that plan (feedback from community on what can be incorporated in the project, etc.).

Q: Timing- when will activity begin on the project?

- a. Dirt being moved on Lot 1 Block 1 in preparation for commercial development
- b. LDR process- in the next 6 weeks, and working towards rezone shortly after that
- c. Interested users in the commercial lot, working with residential developer on apartment pieces
- d. Start construction- summer 2022 (on commercial lot); Block 2 and 3 won't start construction until after that.



Rezoning process:

- o Once Westside submits an application, then staff will review it and make sure it is consistent with the plans discussed in the LDR presentation.
- o Then, it will go to a planning board hearing, as well as a city council hearing, which will provide additional opportunities for the public to still comment on this project (zoom will be available).
- o Rezoning will take about 4-6 months thereafter.